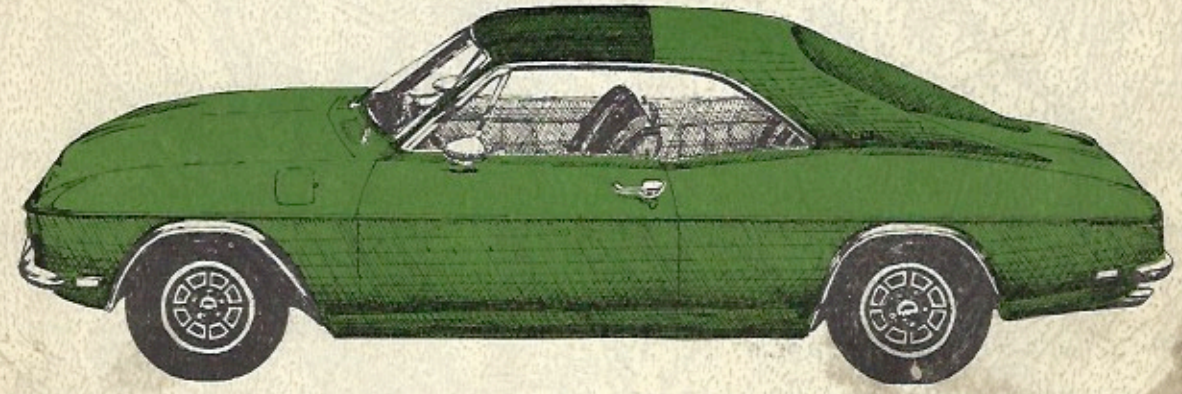
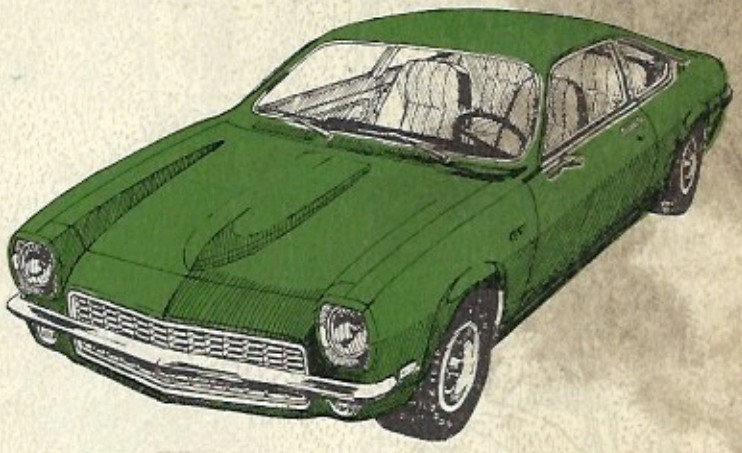
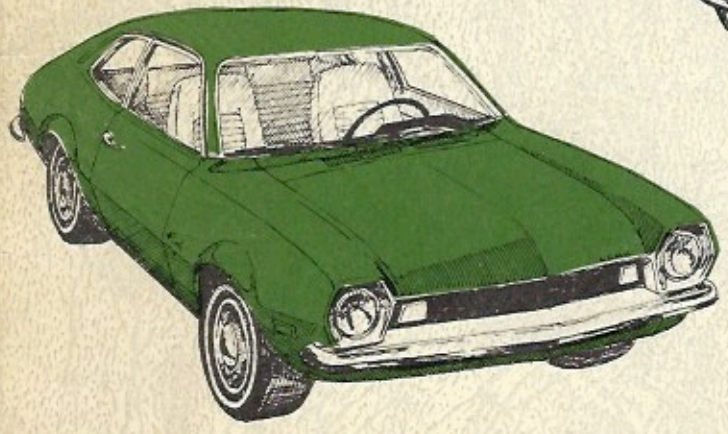
Solar Automotive INC.

"Home of the Mini-Muscle Cars"







124B Fulton St.
Princeton, Wis. 54968
Phone 414 - 295-3871

Price $1.50

TABLE OF CONTENTS

The Cavalier 1

The Sprint 6

Engine Rebuilding Facilities 8

Corvair Accessories 11

Penetrator Headlamp Conversions 55

Publications 57

Interior and Radio Accessories 60

Custom Wheels 64

Instrumentation and Gauges 70

Vega Accessories 79

Pinto Accessories 86

Corvette Body Parts and Accessories 108

Policies and Order Form . . . . . Center Spread

Solar Automotive INC.
124B Fulton St.
Princeton, Wis. 54968
Phone 414 - 295-3871
"Home of the Mini-Muscle Cars"

THE CAVALIER STORY

The Cavalier epitomizes American individualism. It dares to be different, in that its ancestory is of the much-maligned Corvair. While retaining all of the desireable features of this design, I have strived to eliminate some of the features that would have been eliminated with a continuance of engineering at the factory. While sharing the American Car Enthusiasts desire for the ultimate performance, I have tried to achieve this objective both in my conservative styling treatment of the front view and the squared off treatment of the rear view. I have, flared and radiused the wheel wells to accomodate the new wider, and aggressively gripping type tires. Nothing has been done for a purely stylish embellishment. The changes have been of a functual nature.

The interior of our Cavalier is finished in either Saddle Vinyl or Black Vinyl. The first prototype is finished in saddle and black nylon. Not only have we imported the material and bucket seats that are completely reclinable, but we have endeavored to Acousti-Kit the car to the ultimate extreme. You will note in the catalog our description of the Acousti-Kit. The car is absolutely silent, almost to the extent of giving it an "erie" silence. This, of course, is the epitome of luxury. The carpeting is a deep cut pile and adds to this theme. The dash board, is hand-crafted out of mahogony and finished to the exacting degree that you would expect of fine furniture in your home. The gauges have been selected with quality and function pre-requisite. The Cavalier was designed for Grand Touring elegance for 2 plus 2. The engine options are such that a spirited driver will be able to lead traffic with the modern cars of today. Not only is the Cavalier a joy to behold, but also a thrill to own and drive. In essence, I have taken a great design by Chevrolet, and refined it. I believe that you will find the Cavalier an exquisite piece of machinery with the best possible combination of safety and control for todays car enthusiast.

The Cavalier, can be built, on your chassis, any year from '65 to '69 Corvair, 2 door, or you can order one of the cars that I have available for this purpose. I hope that you find these cars as exiting and rewarding as all of us that have worked on it.

Art Herschberger

PREPARATION:

The selected 1965-69, 2 door, hardtop Corvair is complete stripped (the doors, trunk lid, engine compartment lid, and all glass is removed). The complete interior, including the headliner, is removed. The front and rear suspension, engine transmission and all bright trim is removed. The car is them stripped of paint, chemically, down to bare metal. The underside is sand-blasted and inspected. Any rust that goes through will be cut out and a piece will be welded in its place. If it is, in our opinion, beyond repair, the car will be rejected (the possibility of this is rare as the cars are inspected prior to coming into our shop). The sandblasted areas are then primed with heavy duty zinc croemate and then painted with epoxy black enamel. The underside is later undercoated.

FRONT AND REAR SUSPENSIONS:

The front suspension is removed from the chassis and completely disassembled. If each component passes the new specifications requirements, it is then sand-blasted, primed and painted with a heavy duty epoxy black enamel paint. The four tie-rod ends are also replaced, as well as the ball joints. Fast steering arms, with hydralic steering damper, are then installed. The coil springs are replaced with new H.D. type.

The rear suspension is given the same treatment. Every rubber component, in both front and rear suspensions, is replaced.

New, heavy duty, adjustable "KONI" shocks are installed with the GT suspension.

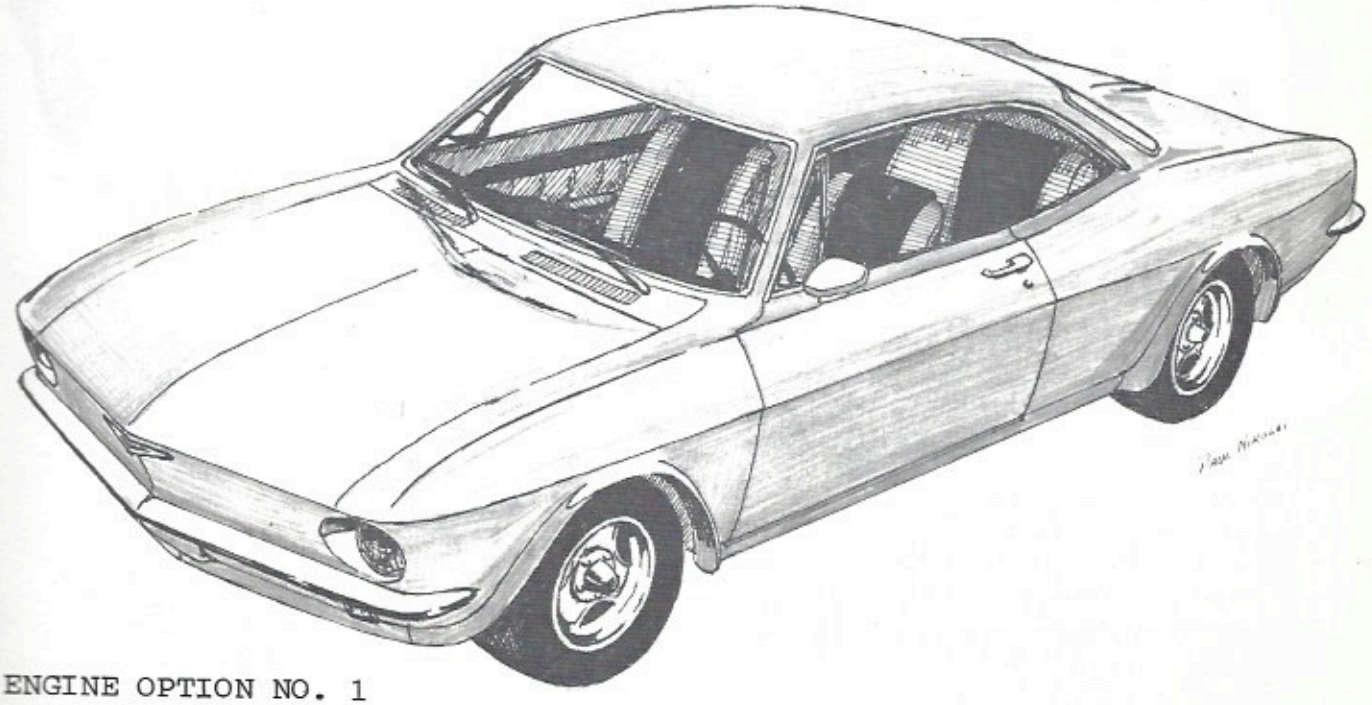
BRAKES:

The brake drums are machined to a smooth finish and metallic linings are installed in both front and rear. New master cylinder, wheel cylinders and hoses are installed after the system is disassembled and a thorough flushing and inspection have been completed.

ONLY 4-speed transmissions are acceptable. They are completely disassembled and rebuilt.

ENGINE:

(1) Complete disassembly and visual inspection
(2) All shrouds are sand-blasted and repainted
(3) Crankshafts are inspected, then polished and fitted with proper size Clevite 77 bearings (both rods and mons)
(4) Camshaft is selected and installed according to the engine option; new lifters are installed
(5) Cylinders are bored .060 and fitted with forged aluminum pistons and molly-rings, pistons are fitted to the proper deck and height, new rod nuts are fitted
(6) heads are inspected for wear and refaced according to the engine option desired, guides are replaced; Vitcon (113 & 117) O-Rings are fitted to pushrod tubes, new damper door thermostats are installed, a new blower bearing is installed, the distributor is disassembled, rebuilt and adjusted according to the engine option, rocker arms and balls are replaced, all aluminum external surfaces are glassbead-blasted, piston and rod assemblies are balanced to racing tolerances, fly-wheel and clutch assembly is welded and balanced, high volume oil pump assemblies are installed, aluminum valve covers are fitted and aluminum oil pans are installed.
(7) Spark plug openings are Heli-Coiled



ENGINE OPTION NO. 1

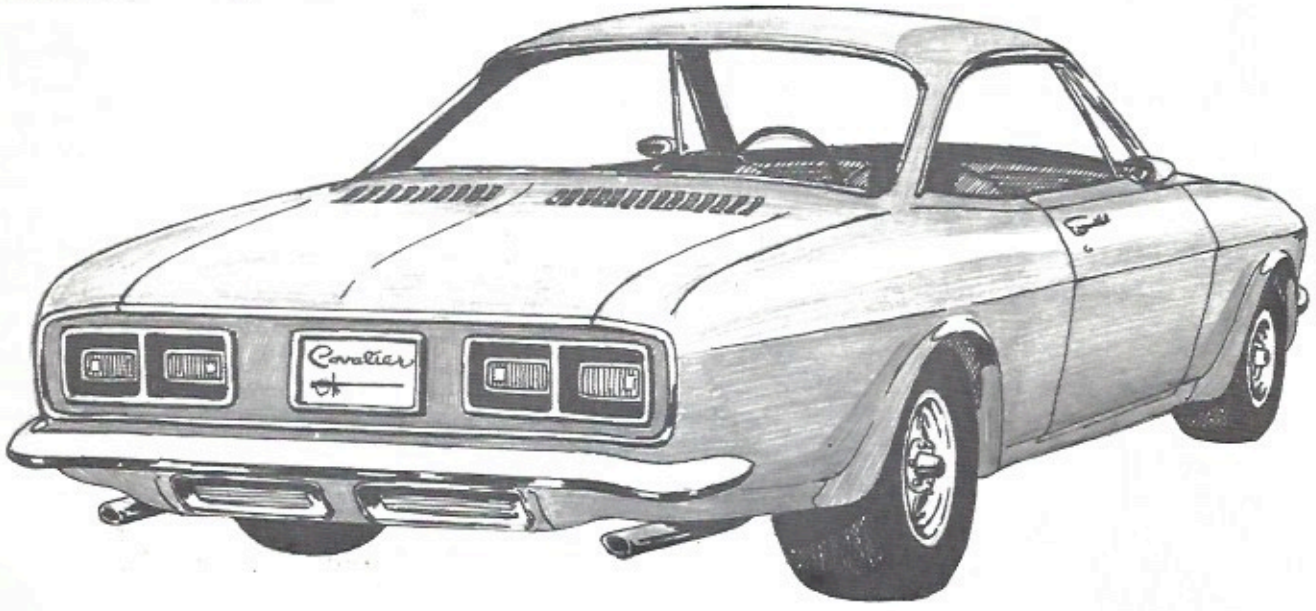
Carburetors - Rajoy turbo-charger, Weber 45 DCCE, side-draft carburetor with air cleaner. This engine will be fitted with a water-alcohol injector system. The exhaust piping will be wrapped with aluminum covered insulation type material. As an alternative in this engine option a 2" SU carburetor can be substituted. The turbo-charger is a brand new unit with a special high performance exhaust housing and high flow compressor which will stay together at 120,000 rpm. Horsepower range is 300.

ENGINE OPTION NO. 2

The normal aspirated engine compression ratio is ten to one using two Weber 31DA 46mm down draft carburetors. On this engine, we use the equal flow exhaust headers. A gasoline heater is installed. Also included would be twin-glass pack mufflers. Horsepower range is 240.

ENGINE OPTION NO. 3

Four primary Rochester carburetors are bored out and refitted with our new adjustable linkage. The compression ratio would be ten to one. The distributor and cam would be set up for each particular engine. Horsepower range is 170.



STYLING - EXTERNAL

(1) Conservatively de-chromed
(2) Wheels flaired and radiused for 14" tires
(3) Redesigned headlight
(4) Inside adjustable twin rallye outside side view mirrors
(5) Redesigned tail lights
(6) Side marker lights

STYLING - INTERIOR:

(1) New reclinable bucket seats with center insert, breathable nylon, trimmed with grain finish vinyl; choice of saddle tan or black.
(2) New gauges, V.D.O. gauges, consisting of speedometer, tachometer, fuel level, oil temperature, oil pressure, amperes gauge and boost pressure gauge when turbo is equipped.
(3) AM-FM eight track tape deck with 2 large speakers; rocker-type switches; center console to floor board with matching door garnish; custom mahogany steering wheel with aluminum spokes; courtesy lights, front and rear;

STYLING - INTERIOR: Cont.

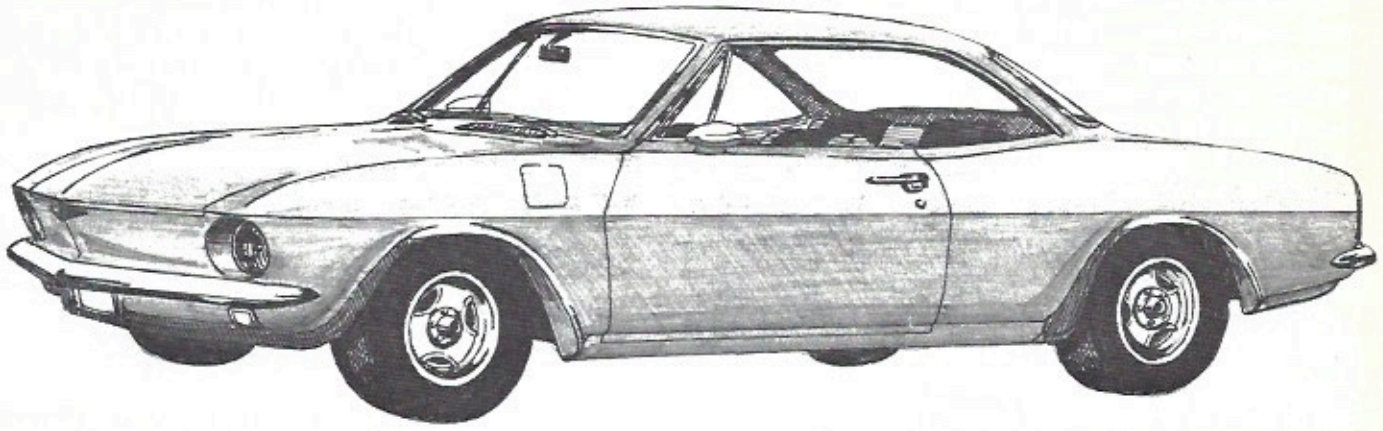
(4) Car completely sound insulated with our new Acousti-Kit with 1¼" polyurethane foam; headliners, doors, floor and rear fire wall carpeted in deep pile custom carpeting, rear seat fold-down also carpeted; trunk and glove-box lined in Velvetex; large 8" day-night rear view mirror with courtesy light.

WHEELS AND TIRES:

Color coordinated custom mag sheels - 14 x 7 with Semperit GR70HR-14 Super Sport Radial tires.

DRIVE TRAIN:

4-Speed transmissions with modified linkage-rear axle ratio of 3.55 to 1.



The "SPRINT"

We at Solar Automotive, have assembled the distilled essence of the Corvair Mistique. Our Company, nestled in the pine trees, in Wisconsin, is dedicated to preserving Americas rich heritage, in the most unique car manufactured in this country. Not only did this car break away from all tradition, in being air-cooled, the engine was located in the rear, where it should be, thereby giving fantastic traction and handling characteristics. We are dedicated to preserving the marquis, of Corvair.

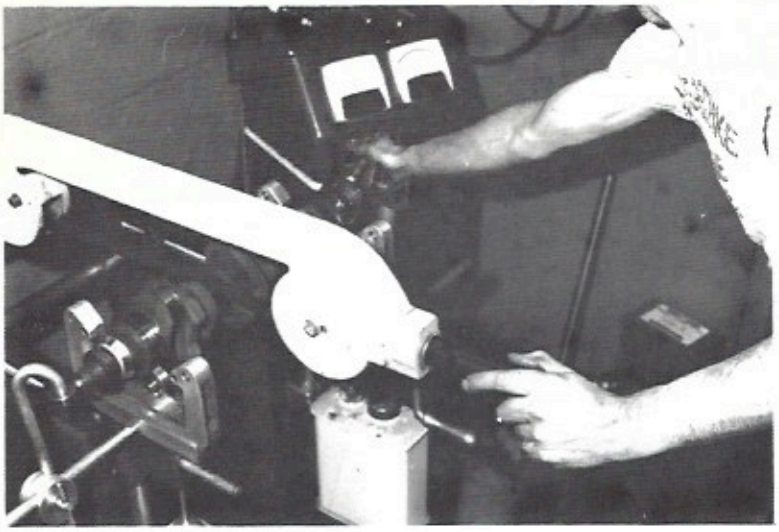
Our business is made up of four (4) segments. One segment is suppling parts and accessories to the Corvair owner, in order to keep his car running. We are stocking not only special performance and after market accessories but also original equipment replacement components. The second segment of this business, is restoring customers' Corvairs from a complete mechanical rebuilding, to an exotic, customized exterior, with a matching interior. Our shop is now actively engaged in restoring customers' Corvairs. Each car is treated individually and each customer gets whatever degree of modification or restoration he desires for his car.

The third segment of this business is constructing the ultimate Corvair, which we call the "CAVALIER". While you can read about this car elsewhere in this catalog. We also will remanufacture Corvairs in the Sprint tradition, and it is of this segment of the business that I would like to explain. The 1965 to 1969 Corvair can be obtained with any transmission and engine of the normal engine option. As we are working with a pre-owned car, it is necessary to recondition the chassis and underside and eliminate all rust and pockets of future rust. This takes a great deal of our time and energy. The car is stripped of all mechanical and suspension components, set on a shop dolly. After it has been thoroughly inspected for any rust, the paint is then removed chemically dowm to bare metal. This also removes any "sculptured work" that has been done previously. We then do the proper body work to the sculptured area and straighten the entire chassis. The suspension components, are sandblasted, and rebuilt with all the latest factory bushings. We install our GT suspension components and reassemble in the car after it has been cleaned on the underside, and reundercoated. The interior is fitted with our complete Acousti-Kit package, and then painted according to the customers color instruction, fitted with a Sprint Top. The engine and transmission are installed, of the type the prospective owner has selected. A choice of our 2 imported wheels is fitted with 185 x 14" radial-ply tires. The vinyl top is installed in front of the Sprint top and also around the rear tail light area. In essence the car is renewed from the tires to the vinyl top and from the front bumper to the back bumper. We also fit 3 new gauges, canted on a 20^{o} angle towards the driver, which consists of an Oil Pressure, Oil Temperature and Amp. Gauge.

These are the modifications made by Solar Automotive. The Cavalier and the Solar Sprint are offered on a manufactured basis by direct sale, exchange or rebuild of your own car.

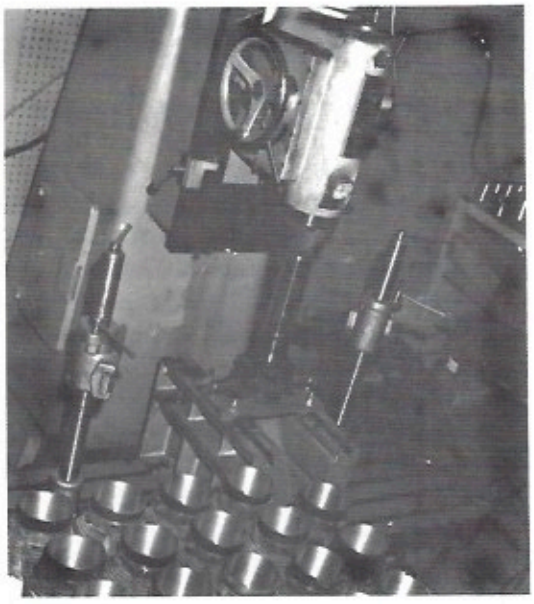
SPRINT

ENGINE REBUILDING FACILITIES



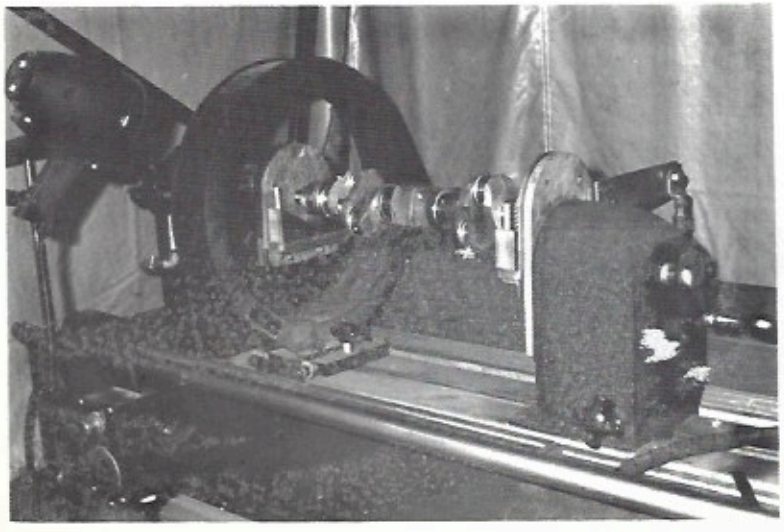
Balancing of the Corvair

Crankshaft

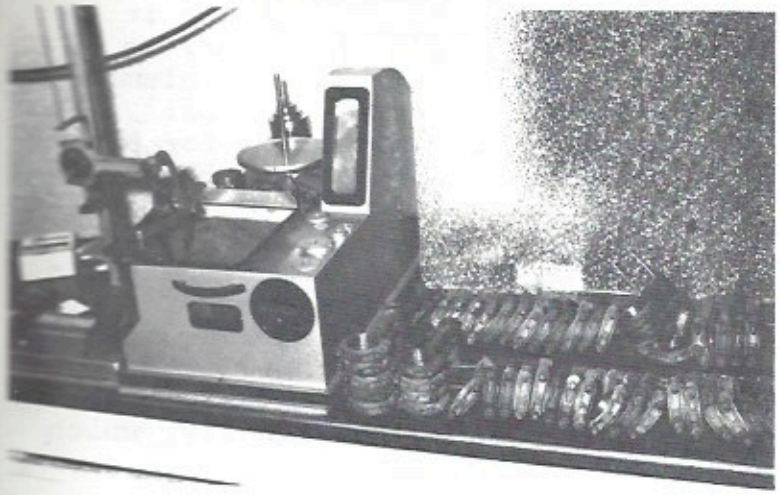


Cylinder boring machine

It is on this machine that we bore cylinders .60 thousands over-bore, to accomodate our forged aluminum pistons.

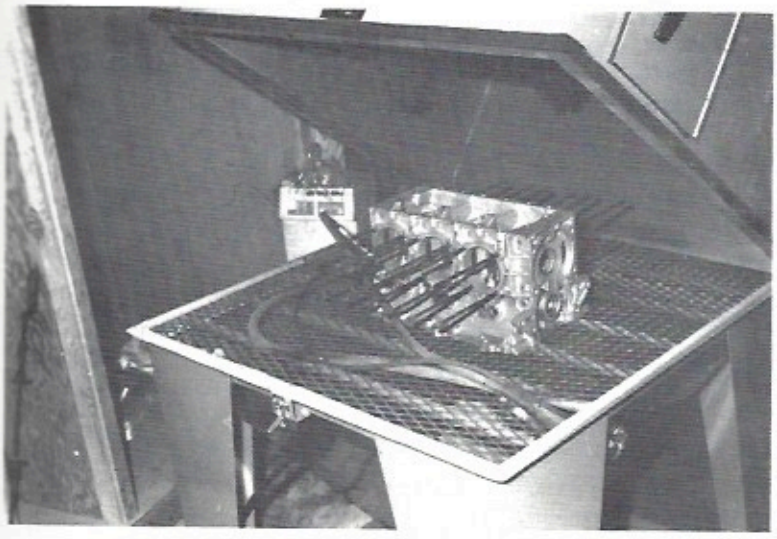


The magnafluxing of the Corvair crank



The balancing of the Corvair connecting rods. Both operations are done to racing tolerances.

The cylinder heads; after they have been glass-bead blasted. They are now ready to have the spark plug holes Heli-Coiled.



The glass-bead blaster and the Corvair block halves after they have been glass-bead blasted. They are glass-bead blasted seperately, however.

The engine is completely dissassembled and steam cleaned, then it is soaked in a solvent, (very similar to carburetor type cleaner) in 55 gal. drums. To loosen the grease and oil accumulation. The aluminum pieces are then washed in hot 180^{o} high pressure water (600 psi). The case halves and heads and aluminum components are now ready for glass-bead blasting. After they are glass-bead blasted, they are then taken to the clean room, ready for assembling.

The connecting rods and crank are magnifluxed, and the aluminum parts are zygloed to check for cracks or irregularities. The crank is polished and fitted with Clevite 77 Bearings, the connecting rods are shot blasted and the cylinder barrels are honed to fit the forged aluminum pistons. The complete engine is thoroughly balanced, both statically and dynamically. These parts are done individually, which is somewhat different that the standard V-8 practice.

The cylinder heads are then machined so that the step is removed and we have a good base for the gasket. This is necessary for the barrels to fit properly into the heads.

The valves are replaced with the best known quality TRW racing type valves and the springs, valve filters, retainers, balls and rocker arm assemblies are also replaced. The proper cam is then installed. Our heavy duty oil pump also is installed on all 140 and 180 HP engines. This is an option on the 110 HP engine.

We also modify the ignition and use, new spark plugs, points, condensor, rotor and cap. If the distributor is worn it is also replaced. We also put in new wires on all the engines.

The Fly Wheel and Clutch assembly:

The fly wheel is also balanced and a new clutch disc is welded and balanced. A new pressure plate and throw-out bearing, is standard on all 4-speed transmissions.

Cooling:

Heavy duty Oil Pump, on 140 HP engines. Otto Parts, pan and cover are standard and are optional on 110 HP engines.

THIS COUPON ENTITLES YOU TO A $1.00
DISCOUNT ON YOUR FIRST ORDER OF $25.00
OR MORE FROM - SOLAR AUTOMOTIVE

ACCESSORIES

CORVAIR HYDRAULIC RACING GRINDS PROFERAL BILLETS

	Grind Number	Cam Part Number	Cam & Kit Number	Timing		Valve Clearance	Valve Lift	Duration
A)	S-110H	S-145621	S-145622	10 26	IC 6	.000	430	272
				EO 66	EC 26	.000		
B)	S-130H	S-145721	S-145722	10 31	IC 71	.000	450	282
				EO 71	EC 31	.000		
C)	S-140H	S-145821	S-145822	10 42	IC 80	.000	450	302
				EO 80	EC 42	.000		
D)	S-500H	S-145921	S-145922	10 45	IC 85	.000	480	310
				EO 85	EC 45	.000		

General Characteristics

A) Very good all around cam. OK for powerglide in well set-up car.
B) The best all around cam for stick shift, dune buggy, etc.
C) For the built engine only. Must have carbs, low gears, webbers, etc.
D) All out racing only. Must have low gearing, light weight, etc.

1H Kit 814001

914502	12 Hydraulic tappets....	911152	12 Pair valve locks....
915002	12 Damper springs.....	911921	24 Valve spring shims..
916002	12 Aluminum retainers...	911001	1 Tube Moly Lube.....

Spring kit will fit all Corvair heads, except 1960. No springs available for the 1960 heads.

We recommend hydraulic cams only for the Corvair since the extreme expansion characteristics of this air cooled engine will allow no valve lash tolerance to be held.

SPECIAL ADDITIONAL HEAVY DUTY VALVE TRAIN COMPONENTS RECOMMENDED FOR THE COMPETITION ENGINE.

911172	12 Pair heat treated valve locks.....
912012	12 Positive locking nuts.....
910242	12 Valve seals.....
911711	1 Cutter to install seals.....

	Year	Bore	Part No. Dist.& Ratio	Camshafts & Push Rods & R. Arms.
6 Cyl.145 Eng.	'60-63	3.437	TL2156CF (Cast Piston) 1.375 8.1:1 Supplied Std., plus .030, .040, .060 P1234 Pin in Piston	TM262 (Std.) TM409 (.020"O.S.) '60-63 exc. H.P. & Turbo Charger
6 Cyl.164 Eng.	'64-69	3.437	TL2206F 1.578 8.25:1 Supplied Std., plus .030, and .060 P1234 Pin in Piston	TM493 '64-68 exc. H.P. & Turbo Charger 48017 (12) Push Rod 44043K (12) Rocker Arm Kit

	Year	Bore	Piston Rings (Moly Racing - MM) (Shim Stock - TSR)
6 Cyl.145 Eng.	'60-63	3.437	T7901M 2-5/64, 1-3/16
6 Cyl.164 Eng.	'64-69	3.437	T8006M 2-5/64, 1-3/16

ACOUSTI - KIT

A noisy car is distracting! And it could be dangerous. It grates on your nerves, makes you tired and irritable. The easy answer is to install Solars - Acousti-Kit. It insulates your car against nerve-racking drumming, and noises from the gears, engine and road. Gives your car the silent luxury of an expensive model.

WHAT IS AN ACOUSTI-KIT?

The kits comprise sets of 3/4" thick polyurethane foam polyester, flame resistant of 2 lb. DENSITY, used for the head liner, doors, quarter panels (front & rear) with 1¼" same material for behind the rear seat and rear deck shelf area. This is Corvair Kit "A".

The carpet kit is 3/8" thick, closed cell soft type oil resistant neoprene with pressure sensitive adhesive to glue this to the carpet, both front and rear. This is Corvair Kit "B".

The Heat insulation "K" factor is .22 - .28. This is equal to 2" of fiberglass insulation.

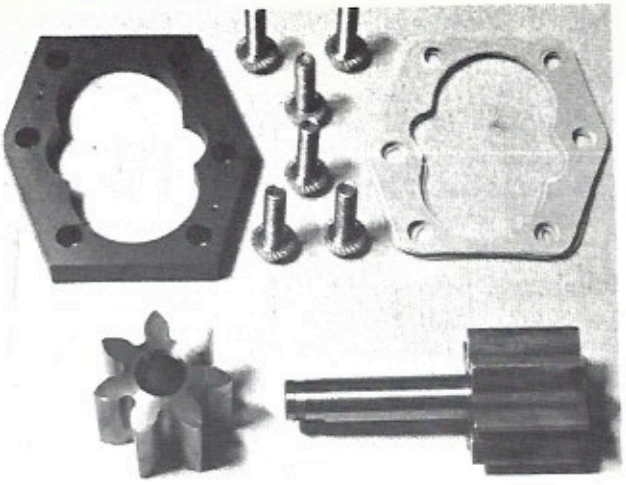
Our material is heavy enough to prevent panel drumming, and dense and thick enough to make a radical reduction in noise penetration through bulkheads. Its porosity absorbs noise, and prevents amplification. The parts are specially cut to fit every area of the Corvair, that will benefit from our treatment.

The 3/4" thick engine compartment lid, Acousti-Kit "C" replaces the factory fiberglass that lets dust drop on the engine whenever you slam the hood. Our "C" kit also does all the way over the rear wheels to the back seat. This insulates the engine compartment and absorbs noise. It can be washed off with a hose or high pressure car washer for that concourse look.

Our Acousti-Kits fit!! You need no special tools - no special skill. Can be fitted in 2-3 hours. Easy-to-follow instructions with pictures are included in each kit.

We can also supply the basic materials, which can be cut to fit any model car not included in our standard range.

ACOUSTI - KIT Part No.	Kit "A"	Kit "B"	Kit "C"
1960-64 2 door	# 264	# 464	# 664
1960-64 4 door	# 364	# 564	# 764
1965-69 2 door	# 265	# 665	# 865
1965-69 4 door	# 365	# 765	# 965

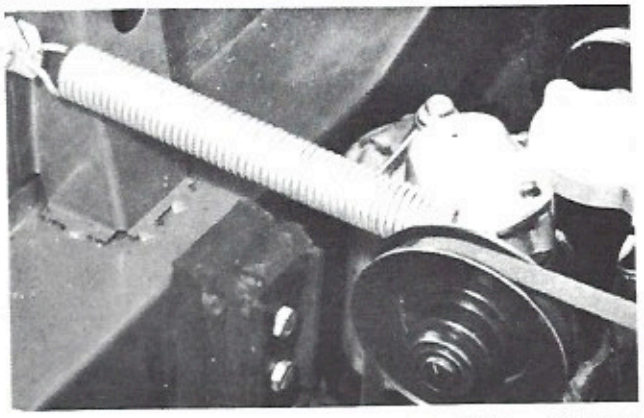


HI-VOLUME OIL PUMP

The tiny Corvair oil pump is inadequate for high RPM and competition use. You can install the one-third larger oil-pump gears with this precision-machined kit. The increased oil flow (12 gallons per minute at 4,000 RPM) reduces bearing temperatures and increases engine life. Every Corvair should have one!

HI-VOLUME OIL PUMP KIT, with gear set, aluminum extender housing, socket-head capscrews and instruction sheet

Hi-Volume Oil Pump .....Part No. O-123



SPRING-LOADED IDLER KIT FOR COMPETITION - Fits 1960-1964 models

This kit ends belt-jumping worries. It installs easily and can be used in the stock way without the spring feature for road use. The kit is race proved for autocross and slaloms.

SPRING-LOADED IDLER KIT, complete with new idler and instructions

Spring-Loaded Idler Kit .....Part No. O-124

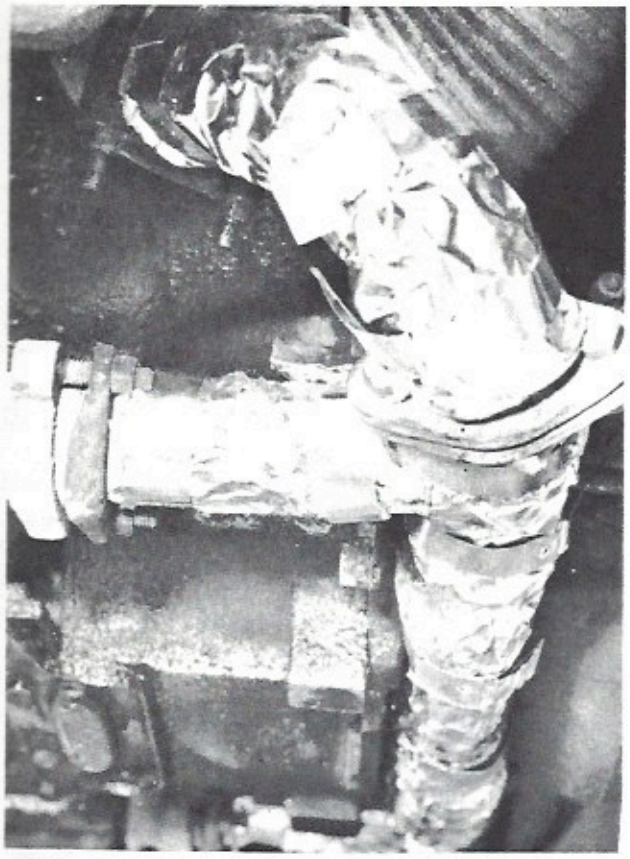
(bearing installed on your idler pulley assembly . . . so when you order, send your old idler and pulley)

1960-1964 FULL FASE TYPE STONE GUARD

This Stone Guard is split in the middle and is hinged for easy cleaning.

Full Face Type Stone Guard . .
Part No. 0-122

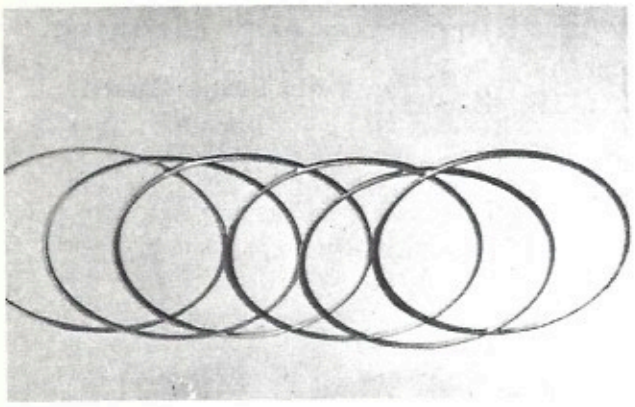
EXHAUST-WRAPPING KIT FOR SPYDERS - Fits 1962-1966 models



Every Corvair Spyder owner can have 15 more horsepower when he needs it - at low RPM - by simply installing this inexpensive exhaust-wrapping kit. Jet-aircraft type ceramic-fiber insulation protects the exhaust system from the cooling-air blast under the car, keeping the exhaust gasses hotter so that they really put that turbo super-charger to work at much lower speeds than with the stock unwrapped exhaust. You can FEEL the difference! A rugged aluminum outer cover holds the insulation in place and protects it from mud and flying rocks. Simple aluminum clamps are used for the 30-minute installation. Nothing complicated about it. This kit absolutely obsoletes old-fashioned and inefficient asbestos-type wrapping.

Exhaust-Wrapping kit for Spyders
Part No. 0-121

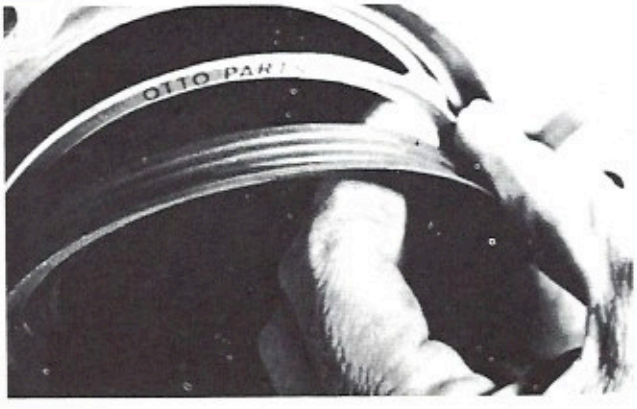
BIG-BORE GASKETS - Fit 1960-1964 models



Big-bore gaskets are essential for every bored-out Corvair. Stock head gaskets cannot be used because they hang over into the bore, causing detonation and bothersome running-on. Also, in some instances, the stock gaskets cause a mechanical interference with the pistons, preventing the engine from rotating when the heads are torqued in place. The gaskets are constructed from aircraft-grade copper and are suitable for all bore sizes through 3-9/16". They are reasonable. The gaskets will not fit 1965-68 cylinder heads.

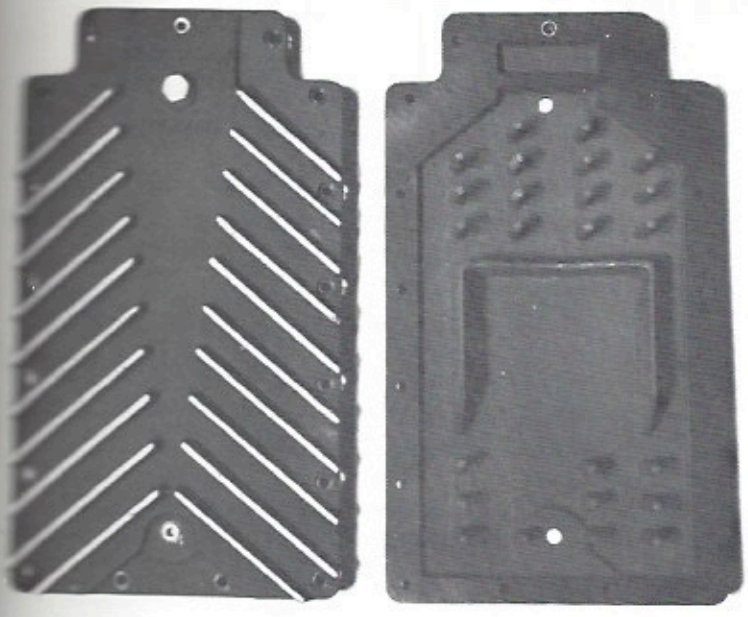
BIG-BORE GASKET SET, includes six gaskets, instructions...Part No. O-120

FLYWHEEL HOUSING SEAL SPACER



This seal spacer is required when installing the 1964-68 "long stroke" crank into a 1960-63 engine. The spacer is placed onto the seal prior to installation of the seal in the housing. Use of the spacer places the seal over the appropriate area on the crankshaft.

Flywheel Housing Seal Spacer .....Part No. O-119



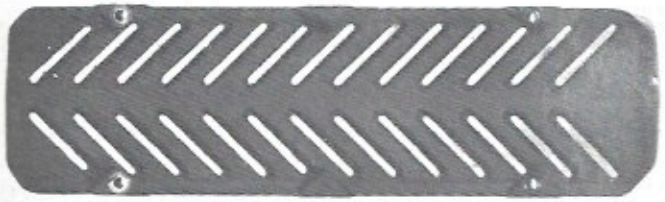
ULTRA-COOLER OIL PAN
Fits all 1960-68 Corvairs

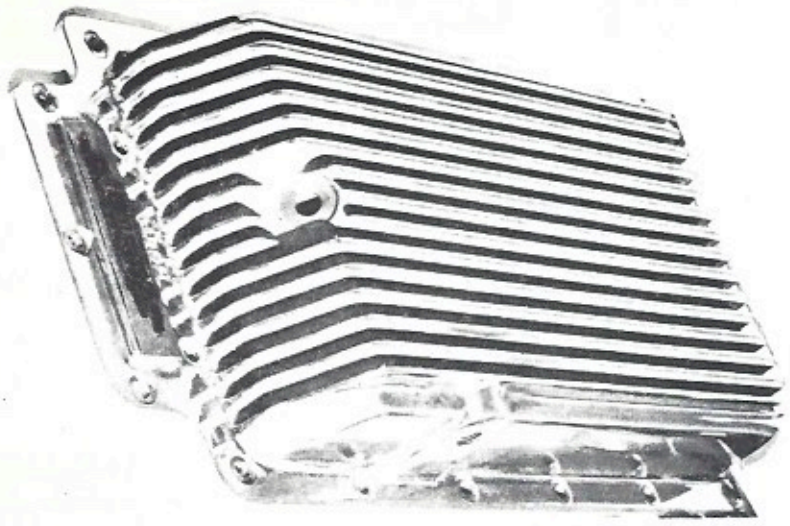
Scientific fin placement puts air flow to work, reducing oil temperature as much as 50 F when used with the matching rocker-arm cover set. Full 314 square inch cooling area (170% of stock area) is aided by all-black (anodized) finish to radiate maximum heat into the air flow. Baffle construction permits stock pick-up location, prevents pump starvation during hard cornering, and supplies coolest oil to pump. The three high baffles and 24 posts extend into the hottest layer of oil, capturing heat and conducting it directly to the cooled exterior surface. The pan adds only one pint of oil capacity to the engine (added oil does not make your engine run cooler). To keep ground clearance at a reasonable figure the pan is a mere 3/4 inch deeper than the stock pan, including the fins. An added pan boss is provided for an oil-temperature sender or dry-sump attachment. Every pan is cast from missile-quality aluminum, then jig-bored to fit perfectly. Fins can be highlighted if desired. Installation can be accomplished in 15 minutes without any special tools. The pan and cover installation is especially recommended for all Spyder Corvairs, for any Corvair running in competition, and for Corvairs which are operated in areas with high summertime temperatures.

ULTRA-COOLER OIL PAN KIT, with screws and drain plug.....Part No. O-126

ULTRA-COOLER ROCKER-ARM COVERS - Fit all 1960-68 Corvairs

Head finning on Grand Prix motorcycles inspired the scientific fin design and placement on these all-black (anodized) covers which radiate maximum heat into the air flow. 316 square inches of cooling surface area create as much as 50 F oil-temperature reduction when used in conjunction with the ULTRA-COOLER OIL PAN. Every cover is cast from missile-quality aluminum, then jig-bored to guarantee fit. The fins can be highlighted if desired. Stock gaskets are used for installation. Two extra holes can be made in each gasket to permit use of all six of the holes which are tapped into each Corvair head. These covers positively stop oil leaks from the cylinder heads. Installation requires 10 minutes and a screwdriver. ULTRA-COOLER ROCKER-ARM COVER SET, includes two covers, special screws for installation .....Part No. O-127





OIL PAN for CORVAIRS

This large capacity finned aluminum oil pan will increase oil capacity 2 or 3 quarts.

This oil pan is finned inside and out and offers the following advantages:

-Keep oil temperature down to help engine run cooler

-237 sq. in. in cooling area keeps oil temperature down-lets engine run cooler

Drilling boss provided for installation of oil temperature guage.

A must addition for supercharged and "souped up" engines!

OIL PAN that adds 2 quart capacity . . . . . Part No. T-10-8933
OIL PAN that adds 3 quart capacity . . . . . Part No. T-10-8944
RUBBER GASKET for above . . . . . .Part No. T-10-1000

Polished Finned Cast Aluminum VALVE COVERS for 1960-69 CORVAIRS

Add additional cooling surface - reduce valve noises. Will not bend or warp like steel covers. Help keep engine cooler.

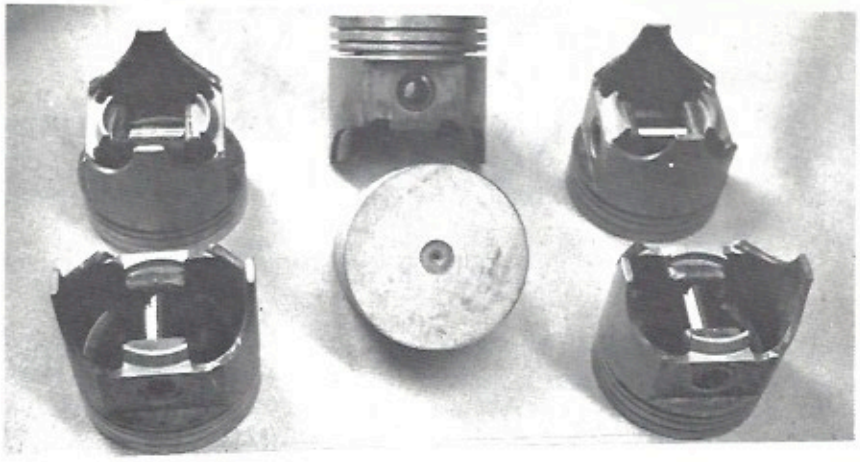
VALVE COVER . . . . . .Part No. T-10-1405

VALVE COVER HOLDDOWN KIT

Prevents warping of stock steel valve covers, stops oil leaks. Easily installed. Painted black.

VALVE COVER HOLDDOWN KIT Part No. T-10-1201

VALVE COVER GASKETS for above . . . . . Part No. T-10-1200



POWERFORGED RACE PISTONS

You'll get winning performance all the way because...

Powerforged pistons are FORGED...not cast! Aluminum slugs are pounded into piston form with tremendous force. This forged structure enables the Powerforged piston to match the increased load and compression ratios of new, more powerful racing engines.

A dense grain flow, see fig. 1, assures GREATER OPERATING STRENGTH THAN CAST ALUMINUM, without adding weight. They balance perfectly, dissipate heat faster.

Used wherever STRENGTH, TOUGHNESS and Scuff-resistance are needed, they have no porosity, withstand greater impact, because they are forged, assuring longer life.

They're a STRONG and TOUGH RACING PISTON.

Ribbed for added strength. Piston pins are full floating.

MOLY PISTON RINGS

It's a Fact...Right here is where your custom performance is created.. for example:

The channel face of each cast-iron compression ring is sprayed with molybdenum, molecularly bonded to the cast iron, leaving approximately ten thousandths of an inch of cast iron both at the top and the bottom of the ring.

Combined with this design, either the tapered face or a controlled torsion action makes the initial hair-line contact of cast iron against the cylinder wall.

This combines the quick-seating qualities of cast iron for initial seating with the superior wearing qualities of molybdenum for long life.

The quick-seating ability is a most important function, since it quickly controls blow-by, preventing oil contamination and power loss.

The added benefits are the elimination of scuffing and improved fuel economy, resulting from less engine friction.

Molybdenum belongs to the same chemical family as chrome. Its physical properties, however, are far more impressive-a lower coefficient of friction, greater assprayed hardness and high resistance of abrasion. Moly's unusual resistance to scuffing is due primarily to its high melting point of 4750°F.

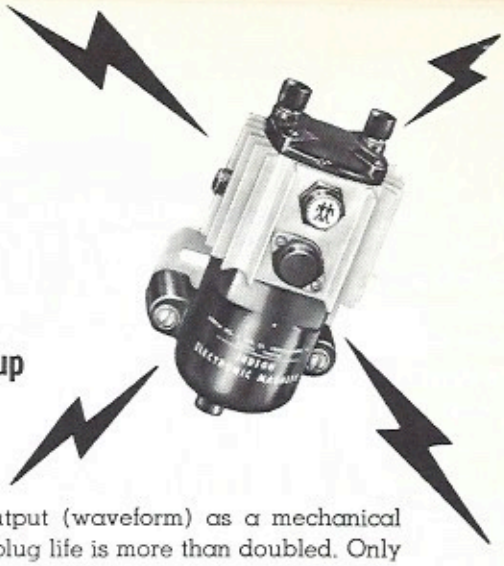
Dimensionally stable, thermal conductivity is several times greater than either cast iron or chrome-plated cast iron.

Then, too, the controlled porosity of Moly acts as a reservoir for lubricating oil, eliminates scuffing and helps reduce wear on cylinder walls.

COMPARATIVE CHARACTERISTICS:

"MOLY" 4750°F. Melting Point
CHROME PLATE 3212°F. Melting Point
CAST IRON 2000°F. Melting Point

Put An End To Ignition Problems— Install A Judson Electronic Magneto



- Reduces fuel consumption
- Doubles plug and point life
- Instant starting every time
- Reduces down time
- It's like a permanent tune-up
- Better ignition guaranteed

ELECTRONIC IGNITION

The Judson Electronic Magneto is not just another transistorized ignition system using a transistor to increase contact breaker point life. Here is a complete and integrated electronic ignition system that provides dependable and positive ignition on any engine under all conditions resulting in improved performance, two to six more miles per gallon of fuel, faster starting and a higher top speed. Contact breaker point and spark plug wear are substantially reduced. Replacing and readjusting spark plugs every few thousand miles becomes a thing of the past. It's like getting a permanent engine tune-up.

WHY YOU NEED IT

It is almost impossible for the modern engine to develop its highest potential horsepower using the conventional ignition system which was designed in 1910. Constant tune-ups, parts replacement and repairs are required in order to obtain maximum performance. The conventional ignition system does not provide proper ignition under all conditions resulting in missing, a loss of power, carbon deposits, high fuel consumption and a rough running engine. Contact breaker point wear and fouled plugs account for difficult starting and ignition failure. The present day ignition system is responsible for more complaints, service problems and actual breakdowns than any other section of the modern engine. The difference between the Judson Electronic Magneto and the system that you now have on your engine is performance and reliability.

HOW IT WORKS

Like the mechanical magneto, the ignition output of the Judson Electronic Magneto increases as the speed of the engine increases providing positive ignition at all speeds under any condition. It produces fire-power at the plug to match the ignition requirements of the engine. Because the system is taking the load off of the points and providing better ignition, the engine is easier to start even in sub-zero weather or with heavy carbon deposits and fouled plugs. Point and plug wear is negligible with this system. As the Judson Electronic Magneto has the same type of output (waveform) as a mechanical magneto, spark plug life is more than doubled. Only the Judson Electronic Magneto produces fire-power at the plug to match the ignition requirements of the engine.

EASY TO INSTALL

The Judson Electronic Magneto is the only electronic ignition system that can be installed without a wiring diagram. It is not necessary to install and connect three different components as is required on ordinary transistorized ignition systems. Installation does not require removal of the original ballast. Installation consists simply of transferring three wires from the present ignition coil to the Judson Electronic Magneto and connecting one additional wire to ground. It is not necessary to run wires to the ignition switch and back to the system as is required with other systems. It can be installed on any engine within twenty minutes using a screwdriver and pliers. Everything is included, there is nothing else to buy.

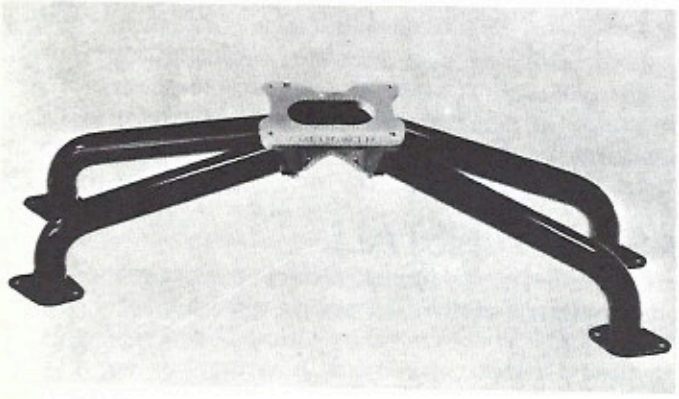
SPECIFICATIONS

The Judson Electronic Magneto measures 7½" x 3½" . . . uses silicon components . . . is fully protected by zener diodes . . . components completely sealed . . . waterproof . . . corrosion proof . . . is furnished complete. It provides a minimum of 30,000 volts with the fastest rise time (.5 microseconds) of any ignition system available. The same unit is used on both 6 or 12 volt systems, single or dual point ignition distributors, will not interfere with operation of radio, electronic or ignition test equipment. Two models will service all gasoline engines manufactured. Standard model is for negative ground as used on 98% of engines in use. Positive ground model is available for positive ground systems as used on some older engines.

Part No. G-142

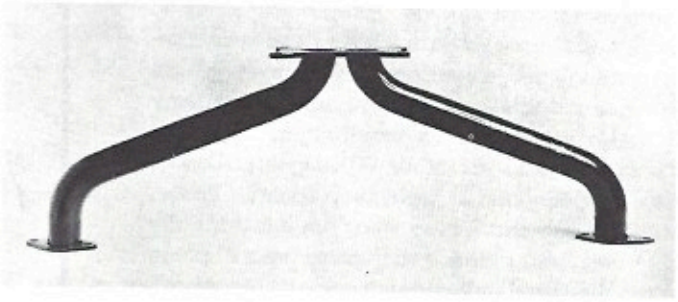
CORVAIR MANIFOLDS

Our new Corvair manifolds are designed to eliminate the problems commonly found in street and off road use, such as (1) flatspots, (2) synchronizing carburetors, (3) flooding and leaking on inclines and rough terrain. We have found that the Holly Carburetor and this manifold work extremely well throughout all R.P.M. ranges. Approximate horsepower increase 15% to 20%. Dynotesting has proven which carburetor is best suited for your particular use. This information will be included along with the installation instructions when purchasing this manifold.



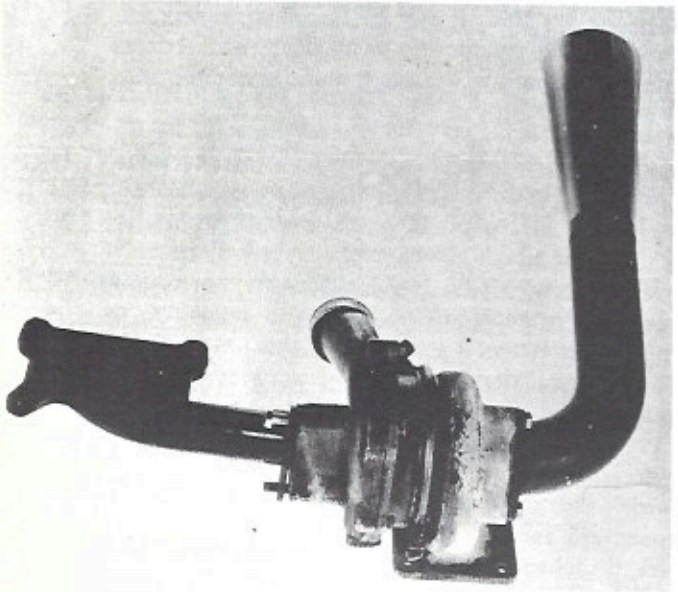
140 HP Corvair equal length ram manifold as used by Fortin & Clark's four wheel drive Corvair.

Part No. CH-152



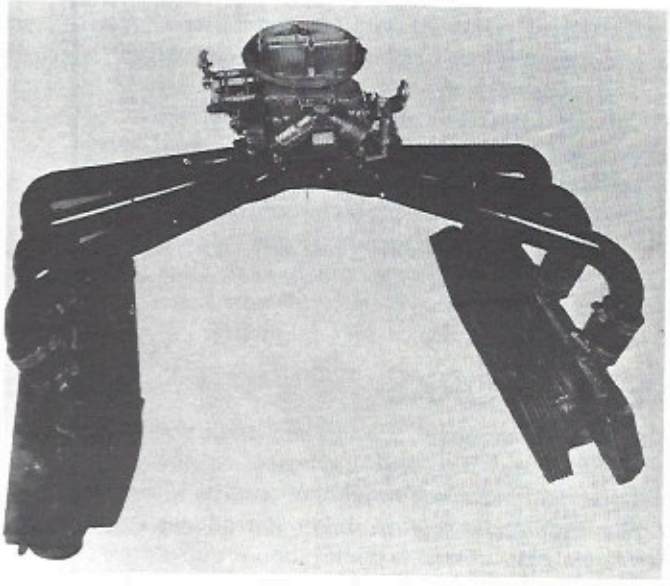
Equal length Ram manifold for 80-110 HP. Corvair.

Part No. CH-153



Holly Carburetor adaptor for turbo with open exhaust megaphone for racing applications.

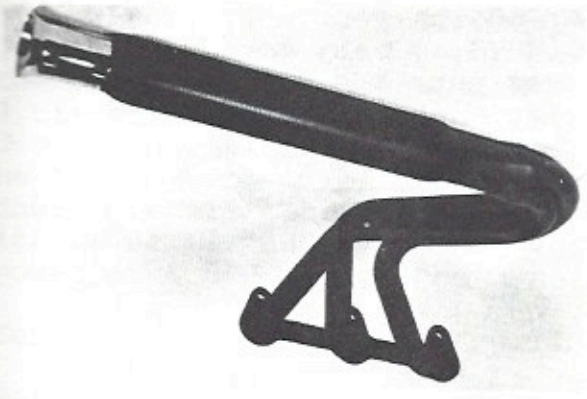
Part No. CH-154 ..... adaptor
Part No. CH-155 ..... megaphone



Tri-porting for maximum horsepower, machine work, and manifold.

Part No. CH-156

CORVAIR HEADERS

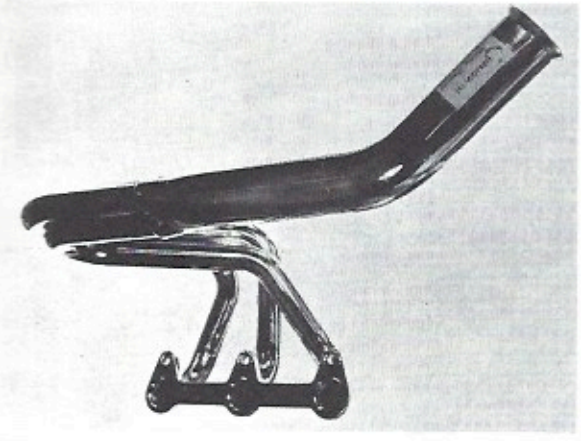


Part No. CH-147

Mufflered Header

Part No. CH-148

Detachable muffler header



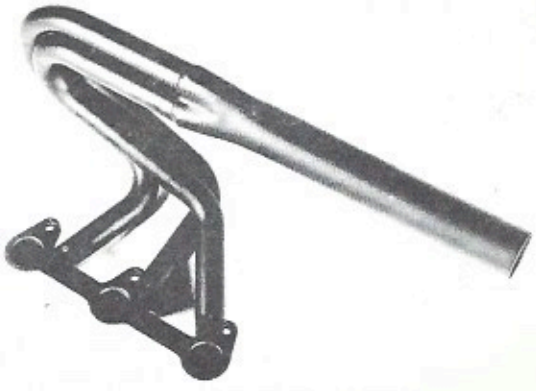
After extensive dyno testing the Corvair header offers the most inexpensive horsepower per dollar for your Corvair. The headers are available for many different applications, featuring exact equal length tubes, 180° tuning, 5/16" flange, and machined tapers to insure perfect sealing. Specify if using 140 hp Corvair.

Part No. CH-149

45° Turned Out Collector Header

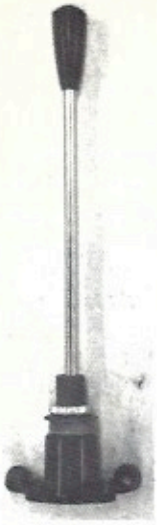
Part No. CH-150

Megaphone Header



Part No. CH-151

23 Straight Collector Header



HEADLIGHT FLASHER signals your approach before your horn can. At speeds over 50 mph your horn is almost useless. FLASHING HEADLIGHTS is many more times effective. This thin lever puts the control of your headlights a finger away from the steering wheel. Black tip, chrome shaft.

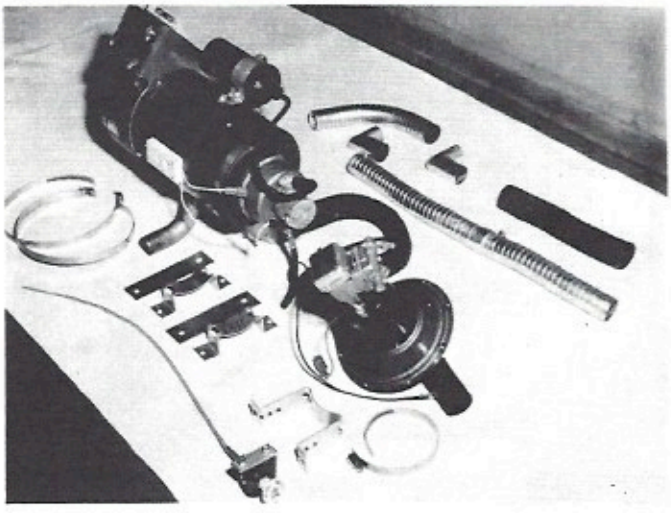
HEADLIGHT FLASHER KIT, complete with instructions . . . . . .Part No. 110

AUXILIARY GAS HEATER

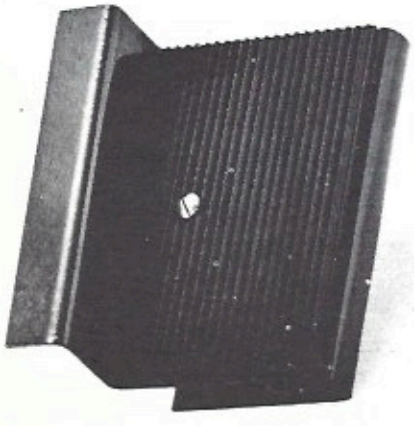
-Instant heat
-Combustion-type
-13000 BTU/hr.
-Thermostat controlled
-12-volt or 6-volt system
-Gasoline fueled
-Fully warranted

-Easily Installed in Two Hours-

Manufactured by South Wind
Division of Stewart-Warner Corp.



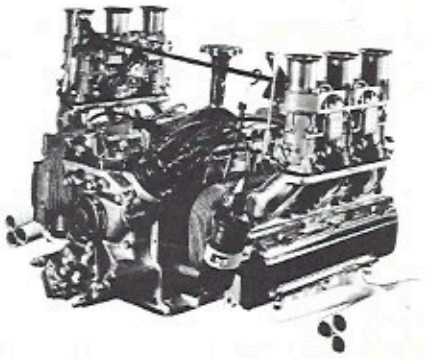
AUXILIARY GAS HEATER . . . . . .Part No. 111



HEEL and TOE BRACKET allows you to reach the accelerator while braking to "rev" the engine for smooth, coordinated down hill shifts. (This is not otherwise possible with the consistently high brake pedal inherent with self-adjusting brakes.) Long time sports car drivers appreicate this refinement which permits the exercise of their finesse.

HEEL and TOE BRACKET KIT - clamps on accelerator pedal in one minute . . . . . .Part No. 112

CROWN 3 BARREL WEBER CARBURETOR CONVERSION



This is without a doubt the most exciting breakthrough in carburetion systems for the Corvair engine. Flow bench tests show that the Crown Weber conversion head flows almost 3 times what the stock 140 intake system does. A completely "streetable" engine may be built which idles at 800 rpm, has tremendous throttle response, a long powerful torque range, and puts out over 250 horsepower at 6,000 rpm on the dyno.

Send us your heads and we will modify them to accept our manifolds.

Part No. 5065 Including manifolds but not carbs.

Shipping Weight: .....40 lbs./pr.

Or, if you can't wait, we have these cylinder heads on an exchange basis, new only. There is a $75.00 each core charge for new heads. ONLY NEW HEADS can be exchanged for our altered new heads.

Part No. 5065A Manifolds, linkage, hardware, and "O" rings with instructions only. You machine your heads to our instructions on any vertical mill. (Some Heliarc welding is always needed to fill area around "O" rings due to differences in head castings.)

Wt. ....11 lbs.

Weber 3 IDA 46 mm down draft carburetors

Part No. 5099L and 5099R ..... 9 lbs. each

For compression increase, or cleaning the sealing surfaces of the cylinders (same procedure) add $30.00/pair.

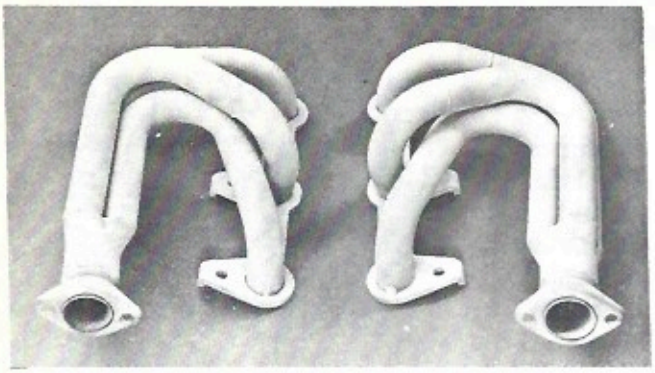
Allow two weeks plus shipping time for us to do head work if you send your heads for machining.

Note: All heads supplied from our stock will have .080 removed from gasket surface.

Fuel Pressure Regulator

Weber carburetors are sensitive to fuel pressure and, to be sure you are not over-pressurizing the fuel supply, we recommend using a regulator is adjustable from 1 to 5 psi in 1/2 psi graduations.

Part No. 5222 ..... Shipping wt. 1 lb.



Universal EQUAL LENGTH Headers

can be used on all Corvair powered vehicles. Flanges couple directly to our 5010 mufflers. (Lower shrouding may be retained for heaters by using tin snips to cut openings for head pipes.)

Part No. 5040A - Headers only
Shipping wt. .....13 lbs.

Equal Length Buggy Headers

Designed to provide maximum ground clearance for off-road, Corvair powered vehicles.

Part No. 5040C - Headers only .....Wt. 17 lbs.

Crown Crossover Headpipe

clears the VW transaxle (Corvair headpipe does not) and adapts the stock Corvair muffler. Provides the quietest system. Use your Corvair muffler.

Part No. 5009A for normally aspirated engines .....Wt. 4 lbs.

Part No. 5009B for 150 hp turbocharged engines thru '64 (slip joint) .....Wt. 7 lbs.

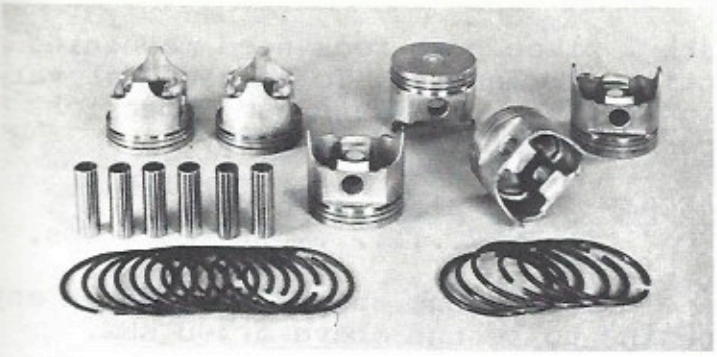
Part No. 5009C for 180 hp turbocharged engines, '65 and later (flange) .....Wt. 7 lbs.

Part No. 5009D Buggy Top Crossover Headpipe for off-road clearance for all turbo engines .....Wt. 7 lbs.

Free Flow Muffler

Free Flow glass pack muffler set fits VW transporters, Sedans, Porsches, Karmann Ghias, buggies with Corvair engines. Includes gaskets and hangers. (Has substantial tone.)

Part No. 5010 .....Wt. 18 lbs.



HIGH PERFOMANCE CORVAIR ENGINE COMPONENTS

3-9/16" and 3-5/8" (92mmx69-82 stroke VW) Diameter Pistons

Pistons come with rings and pins in a set.

Part No. 5086-1 3-9/16".....2 lbs.
Part No. 5086-2 3-5/8" .....2 lbs.

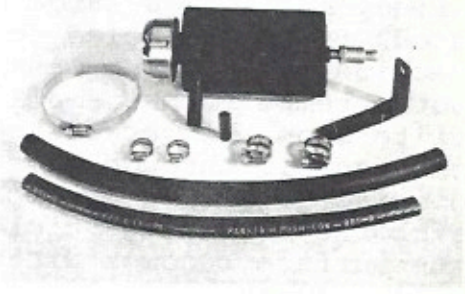
These are the first (and only available) properly designed forged racing pistons incorporating the correct pin height for late Corvair stroke (2.940), pin offset for quiet operation, and drilled oil return holes. (other pistons with slots will deform under heat and pressure and destroy the function of the oil ring.) Do not use slotted oil ring pistons with highly turbocharged engines. The 3-5/8" (92mm) size is intended for big bore VWs, so specify pin size desired and stroke of engine. 3-5/8" diameter pistons may be used in drag type Corvairs by boring the head and case larger and using finless cast iron sleeves.

Taper Wall Wrist Pin for Corvairs

Super strong alloy wrist pin to cope with tremendous pressures generated in turbocharged engines. Insurance against bent pins and damaged pistons.

Part No. 5022 ..... Shipping Wt. 2 lbs.

Breather Box



On most competition or race prepared stock engines when operating at extreme RPM's and beyond their normal design limits for power, the crank case pressure exceeds limits of seals, filler cover gaskets, etc. generally causing a loss of oil and related problems. This Breather Box is designed to relieve the pressures which tend to push oil out of competition engines during periods of extreme use. It is not legal nor recommended for passenger cars in regular daily use. If your car has excessive crankcase pressure beyond the capacity of normal PCV systems - FIX IT ! Don't make the rest of the people in the world breathe your bad air. Round and straight cylinders with good rings and proper size valve guides will usually cure all these problems (replace your PCV valve every 15,000 miles.) Box comes with tubes to place in valve covers, hoses to connect to box and filter cap.

Part No. 5025 ..... Shipping Wt. 4 lbs.

Over length 2 piece push rods need machining for adjusting the length. To be used for variations in cylinder, head and cam dimensions to give correct rocker arm geometry.

Part No. 5094F Two piece push rods .....Wt. 3 lbs.

Higher rate dual springs should be used in any Corvair engine to be run above 5,500 RPM. Especially necessary with fast opening high lift camshafts to insure against valve float up through 7,500 RPM.

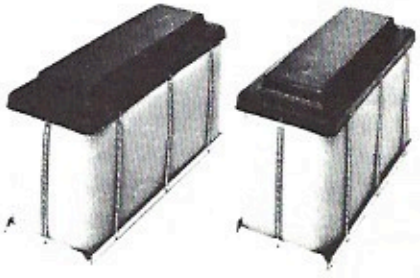
Part No. 5094B Dual Springs ...Wt. 3 lbs.

Lightweight spring retainers for Corvairs reduce inertial load on the lifters and camshafts and allow higher RPM.

Part No. 5094C Lightweight valve spring retainers .....Wt.

Note: We have never found any lifters that come close to performing as well as the stock GM units #3869997 so we recommend their use. New ones are good insurance when rebuilding an engine, and should always be used when the cam is changed.

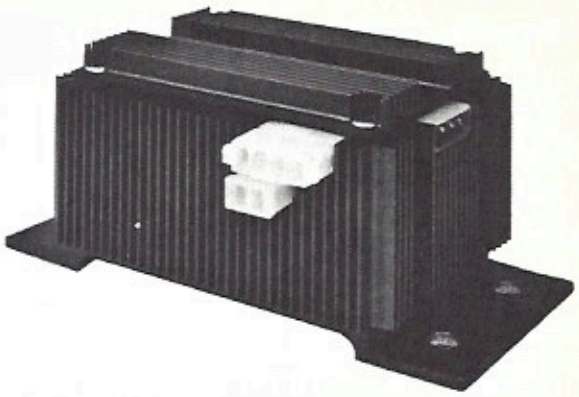
Weber Carburetor Air Filter Kits



The efficiency of this open cell polyurethane filter material when properly oiled, and when a large enough area ia used, is unparalleled for engine protection and maximum passage of air. Do not attempt to use small area urethane filters on the market because the velocity of air through those filters is too high to cause the precipitation of all airborne foreigh particles. Also, as the surface becomes dirty, air passage is restricted and the mixture will "richen". Plug fouling and fuel waste will result unless the filters are large enough. These Crown filters will pass enough air through your engine when you can't tell them from adobe bricks!

Part No. 5211 45 DCOE Weber Air Filter Kit .....Wt. 3 lbs.

Part No. 5212 3 IDA Weber Air Filter Kit .....Wt. 4 lbs.



Crown Optimum Advance Distributor Kit Corvair Engine

Does away with vacuum advance and gives correct centrifugal advance curve for best performance from any Corvair engine. The kit consists of proper cam, weights and springs to convert any '62 and later distributor to a "straight line" advance (12^{o} at idle, 36^{o} limit by 2,800 RPM). We found that to get power from any Corvair, this is the logical starting point.

Part No. 5068A .....Wt. 1 lbs.
Part No. 5068B .....

Rochester Carbs

for all normally aspirated (no supercharger) engines (80 to 140 hp). When cornering power is up or the road is rough (off-road racing), the stock Rochesters flood causing power loss and high fuel consumption. This kit is quickly installed and does not interfere with stock or other air cleaner set-ups. Enough parts for 4 carburetors. Instructions included.

Part No. 5042B Anti-flood Kit .....Wt. 1 lbs.

Perma-Tune

is a high energy, all solid state, capacitor storage discharge ignition system. It has 2 to 3 times the spark energy content of other CD systems and 10 times that of conventional systems at high RPM. It gives easier starting, better mileage, and continuing better high speed performance. Reduces tun-ups 80%. Specification sheet sent on request. Some kind of capacitive discharge ignition system is useful on all engines, and a must on any turbocharged engine getting over 10 lbs. boost.

Part No. 5069 Perma-Tune .....Wt. 3 lbs.

Direct Carburetor Linkage

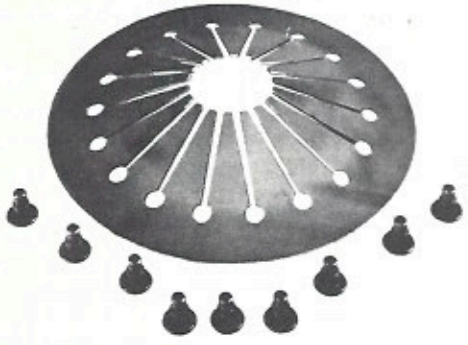
for 140 hp engines (used with 5042B). Does away with sloppy, hard to adjust secondary linkage and couples the Rochester carburetor shafts directly, end to end, without interfering with the stock accelerator pump linkage. Two more primary carbs are needed (older ones will work if they are clean and matched). I'll bet that more "140s" are running on 2 carbs with the secondaries plugged than on 4. The problem is that the stock secondary carbs have no idle circuit and when they are not used they become inoperative. This kit hooks everything up direct, but without the need for turning the carbs 90° from their original locations. Instructions include a simple synchronizing procedure.

Part No. 5042C .....Wt. 1 lbs.

Sand Seal Kit

Made originally for sealing the throttle shafts on Corvair Rochester carburetors, but it will work on any carburetor with 5/16" diameter throttle shafts that protrude 1/4" or more from the carburetors on each side. Split construction does not require disassembly of the carburetors for installation. Sold per throttle shaft to be sealed.

Part No. 5039



Corvair Clutch Rebuilding Kit

We found that the stock Corvair clutch is inadequate under the load conditions imposed by high torque and horsepower engines. This stronger diaphragm adds about 50% pressure to the stock one, and this should be adequate for most any situation. Rebuilding the clutch is simple with all parts and instructions provided to rebuild a clutch presently in good condition.

Part No. 5112 .....Wt. 4 lbs.

Remote Oil Filter Kit

This kit makes it possible to retain the Corvair oil filter on pre-'68 transporters without having a bulge in the deck lid. Solves the space problem in the Karmann Ghia and Sedans as well.

Part No. 5098 ..... Wt. 2 lbs.

Corvair Input Shaft

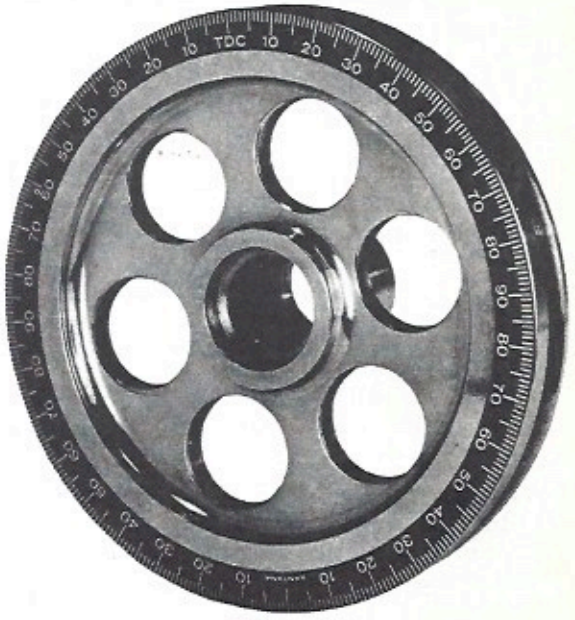
The long, slender Corvair clutch shaft is also inadequate for transmitting extremely high torque to the drive train. This shaft is made exactly like the '66 and later stock shaft, only out of better material. You should be using the "Saginaw" transmission for high horsepower engines. This transmission is over twice as strong as the '65 and earlier, and it will fit in the '65 car but not the old swing axle cars.

Part No. 5075 .....Wt. 4 lbs.

Corvair Pulley

Easily installed, made of light weight aluminum alloy. Comes complete with timing degree wheel.

Part No. 5070 ..... Wt. 2 lbs.

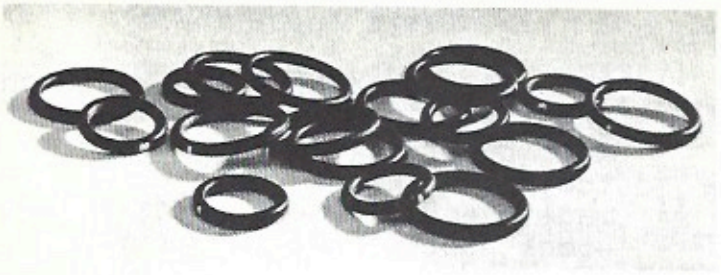


Corvair Engine Oil Cooler

When Corvair engines are being used at higher than normal outputs for extended periods of time, even the best stock coolers are inadequate to keep the oil temperature within acceptable limits. Road racing, long hill climbs, marine and aircraft use are examples where additional oil cooling is needed. Out cooler is meant to be used either above the Corvair fan or out in a moving current of air, whichever is more convenient. Flexible high pressure lines connect to cooler allowing optional placement. This cooler should be used in addition to, not instead of, the stock cooler.

Part No. 5216A 4-Pass Cooler .....Wt. 8 lbs.

Part No. 5216B 8-Pass Cooler .....Wt. 11 lbs.



O-RINGS

Made from space age materials. When you are rebuilding your Corvair engine, you need these heat resistant O-rings. One of the reasons for oil leaks is that the O-rings become hard from the engine heat. These are made of heat resistant material and resist drying, and will prevent leaking of oil from your Corvair engine. A set contains 12 O-rings for the Corvair pushrod tubes and 6 O-rings for the rocker studs.

Part No. 5093 .....Wt. 1 lbs.

CORVAIR OIL COOLER/FILTER ADAPTOR

Tired of excessive oil temperatures and dirty oil? This adaptor couples directly to the old oil filter adaptor (all models of Corvair engines) and makes it possible to run a remote oil cooler and full flow filter simultaneously in series, in addition to the stock cooler. The adaptor has 1/8" pipe holes tapped into both inlet and outlet, making it possible to monitor temperature in and out of remote system. Separate 3/8" tapped hole adapts to any pressure sender. Entire system disconnects with one bolt for easy maintenance of engine. Use with #5216 oil cooler and #HP1 oil filter and adaptor. Requires Airoquip hose and fittings available from Earl's Supply, 14611 South Hawthorne, Lawndale, Calif. 90260 (213-679-1438) at a very nominal price (if you buy direct, you don't have to pay us to handle.) We can't anticipate the lengths you will require. Flow schematic comes with adaptor.

Part No. 5072 .....Wt. 2 lbs.

UPSIDE DOWN BELLHOUSING

Enables you to make a mid-engine Corvair powered vehicle utilizing the Corvair power train and starter, and still retain the normal rotation of the engine and transaxle. The transaxle will be upside down and, due to the difference in height (1½") of the input and output shafts, the engine will be 3" lower than it was at the rear. Vent must be plugged on the cover and a new vent hole should be put in at the top.

Part No. 5227 .....Wt. 10 lbs.

WHY TURBOCHARGE?

Turbocharging is a "free" source of power. Waste exhaust heat (pressure) is utilized to compress the fuel mixture to make a small, light engine do the work of a large, heavy one. More efficient use of fuel is possible. Ecologists take note! Higher combustion pressures make it possible to more completely consume the fuel ingested, and, of course, more efficient use of fuel means less pollution released. Interesting experiments are being performed to show that excess fuel (up to 50% of a power mixture) which is usually not burned, but just goes to cool the engine. This water keeps the engine clean as well as cool and, of course, produces no air pollution.

In a naturally aspirated engine, the thermal load can actually be greater than a turbocharged engine, because the turbocharged engine, due to an increase in pressure during the intake stroke, is able to remove more of the residual exhaust gases with cooler intake air. This scavenging tends to increase the efficiency of the engine while reducing the thermal load. A turbocharged engine does NOT run hotter.

A turbocharged engine needs less muffling than a naturally aspirated engine because the sound waves are being broken up in the turbine section, and the total vack pressure on the engine, under most conditions, tends to be about equal to that of a naturally aspirated engine with a muffler. This is contrary to popular opinion that a turbocharged engine has a great deal of exhaust "back pressure".

Why not supercharge with a direct drive "blower" like they use on dragsters, or a direct drive centrifugal 'charger like they use on some aircraft engines? There are many reasons. Power must be taken from the crankshaft at about 50% efficiency fortthe drive, so this means increased fuel expenditure, at the least. There can be many mechanical problems. Drive alignment, bearing supports, belts to wear, "throw" or break, broken gears to worry about, specially designed clutches to avoid overspeeding the unit and to accommodate engine and supercharger differential speed encountered during rapid acceleration-deceleration, and gear changes, to name a few. In the exhaust driven "free power" turbocharger, drive problems become simple plumbine accommodations. The gas must go from point A (the exhaust manifold) to point B (the exhaust inlet of the turbocharger). Manifolding requirements, such as "free flow", equal length, or exact length which are needed to make a naturally aspirated engine perform well, can be virtually ignored. The two things which are important are to conserve heat and reduce volume between engine and turbocharger. This is worthy of note (but not outside the normal requirements of any automotive engine) for plumbing.

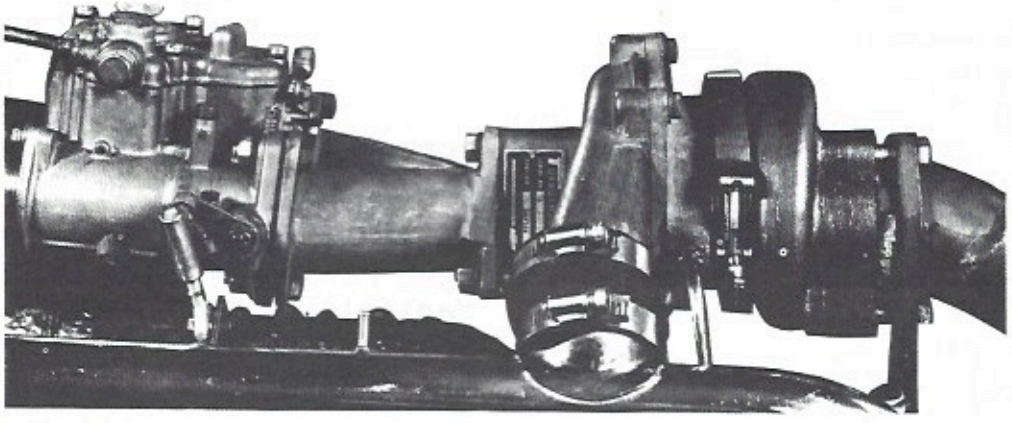
Intake manifolding follows the same rule. Gentle bends and high flow patterns are not only not required, but generally contraindicated. Turbulence, induced by the blower, should be maintained in order to keep even fuel densities in the incoming charge. The charge is more dense, so comvustion pressures are higher than in normally aspirated engine, but only when on "boost".

We now arrive at the most important single consideration regarding turbocharging a given engine. This is the "mechanical integrity" of the specific engine involved. Is the head gasket able to withstand twice the normal pressures, or can it be "beefed up"? Can the lower end stand the increase in loading? If these questions can not be answered in the affirmative, then a different engine must be selected for trouble-free turbocharging.

For those of you who do not consider the Corvair engine to be "strong", we have been able to run the engine up to 30 lbs/psi of boost (90" absolute) long enough (about 10 seconds) to get through the 1/4 mile, time and time again with no failures.

Other things to be considered during installation are restrictions at the inlet side (upstream of the compressor) and restrictions at the turbocharger exhaust discharge on downstream (tailpipe and muffler area). A general rule is that for each inch of restriction before the turbo, two inches of boost is lost. The same thing holds true of the exhaust after the turbo. You can see that it is easy to limit the boost by adding restrictions either before the compressor or after the turbine wheel. Something as simple as a more restrictive air cleaner, or a smaller muffler can do this very simply, without the need for a complicated "waste gate" system.

If you have other questions about the requirements for selecting the proper trubocharger size and match for your particular situation, we highly recommend HOW TO SELECT AND INSTALL TURBOCHARGERS by Hugh MacInnes, published by HP Books. It is available from us for $5.00.



45 DCOE Weber Side Draft Carburetor for Turbocharged Engines

The Weber Carburetor goes on 5044 Crown Adaptor to Corvair Turbocharger to give a good workable, flexible carburetor for other mods to be made to turbo engine. (Stock carburetor is very limited in this respect.)

Part No. 5201 .....Wt. 7 lbs.

Adaptor to Corvair Turbocharger

Weber Carb Adaptor to Corvair Turbocharger from 40 to 45 mm Weber side draft carburetor. Kit includes "O" rings, "wavy washers" for the proper Weber set-up and throttle linkage.

Part No. 5044 .....Wt. 3 lbs.

High Performance Exhaust Housing for Turbocharger

By reducing the area of the scroll in the housing we have been able to both lower the RPM at which boost occurs, and increase the total amount of boost available. This housing may be bolted on any existing Corvair turbocharger that is in good condition, and will increase the boost available as well as "coming in" about 1,000 RPM sooner. To develop the full potential from this unit, we strongly suggest the water injection system and one of our carburetor systems to replace the stock Carter carburetor.

Part No. 5041A .....'60 - '64 .....Wt. 9 lbs.
Part No. 5041B .....'65 and later .....

TK-10 Kit Hi-Flow Compressor

Our TK-10 Kit consists of reworked '65 Corvair Turbo Compressor housing (looks the same from outside) and an investment cast compressor wheel of larger design and pumping capacity. The stock Corvair compressor is die cast and cavitates (quits pumping) at about 80,000 RPM and then disintegrates. Our compressor will pump at a much higher capacity and stay together through 120,000 RPM.

Part No. 5051 .....

NOTE: When the TK-10 Kit is used with the Crown smaller area exhaust turbine housing it is imperative to use water (or alcohol) injection to eliminate detonation and make it possible to go up past 10 PSI (about 20" Hg.). We have seen over 30 PSI boost with this combination while loaded on the dyno.

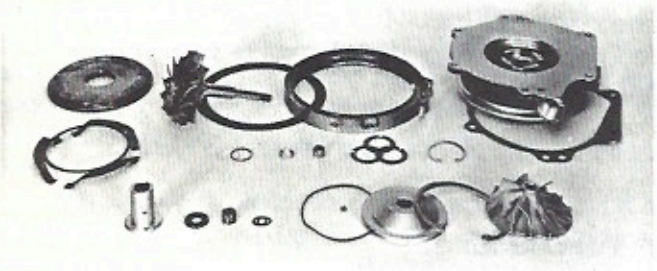
Part No. 5051 .....Wt. 4 lbs.
Exchange for '65 housing only

Anti-flood Kit - Carter Carbs

Kit for Turbo-charged engines (150 to 180 hp). The stock carburetor vent is too low and tends to flood out the engine in right hand turns when cornering power is increased above stock. This kit takes 15 minutes to install and cures the problem forever with no side effects. A must for slaloms, road racing, or just plain hard road driving. Instructions included.

Part No. 5042A .....Wt. 1 lbs.

Turbocharger Replacement Parts and Repair Kits



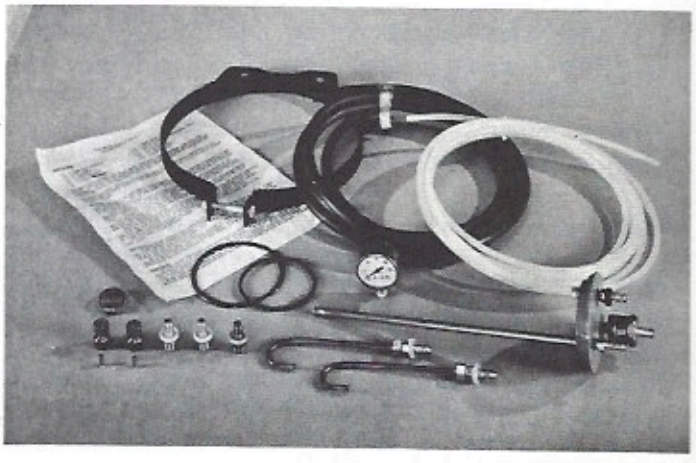
We stock replacement parts and seal kits for all Corvair Turbochargers. The seal kits and repair kits are universal but various replacement parts are not. We will be glad to furnish prices on request, but we must know what year turbo-charger you have.

TK-3 Kit .....Shaft seal ring and suppressor
Part No. 5052-28 .....Wt. 8 oz.

TK-4 Kit .....Shaft seal ring, turbine gasket, mating ring, "o" ring, oil seal, compressor housing gasket.
Part No. 5052-29 .....Wt. 1 lbs.

TK-5 Kit .....Shaft seal ring, turbine gasket, bearing, mating ring, shaft sleeve, (2) impeller shims, "O" ring, oil seal, compressor housing gasket, (6) bearing shims.
Part No. 5052-30 .....Wt. 2 lbs.

Water Injection System for Turbocharged Engines



Any turbocharged engine working between 10 psi-30 above atmospheric pressure needs water and/or alcohol to eliminate detonation.

This is a fool-proof, pressure operated system which works just as well inside an air cleaner as out. When the Turbocharger produces boost, water is injected through an orifice into the carburetor. When the boost stops, the water stops. We supply you with everything but the tank. In order to get the tank, someone will have to drink about 2¼ gallons of beer. Our experience shows that one tank of water usually lasts through 2-3 tanks of gas on a street machine which is driven hard, but this is strictly dependant on how long the car is driven on "boost". This system, or some means of metering water to the engine over 10-12 psi, must be used, or detonation will surely destroy the pistons and rings in your engine.

Part No. 5049 .....Water Injection System .....Wt. 5 lbs.

S.U. Carb Adaptor to Corvair Turbocharger

We recommend using 1-3/4" or 2" S.U. carburetors for an excellent, flexible carburetor that is easy to work with. Simple tapered needle is uncomplicated. Suction chamber (variable venturi) is a true demand system. The carburetor is not vibration or "G" sensitive, so makes the best off-road arrangement we have found. The S.U. also makes the most tractable street carburetor we have worked with. It may not provide the total power obtainable from the 45 mm DCOE Weber, but it is so functional and easy to set up that we recommend it for everything but all out road racing.

Part No. 5045 ..... S.U. Carb-Turbo Adaptor .....Wt. 30 lbs.

FOR FAST EASY - MULTI - CARB TUNING

The Uni-Syn From: SOLAR AUTOMOTIVE

This strudy tool allows MAXIMUM POWER and SMOOTH PERFORMANCE from ANY down-draft or side-draft carburetor set-up.

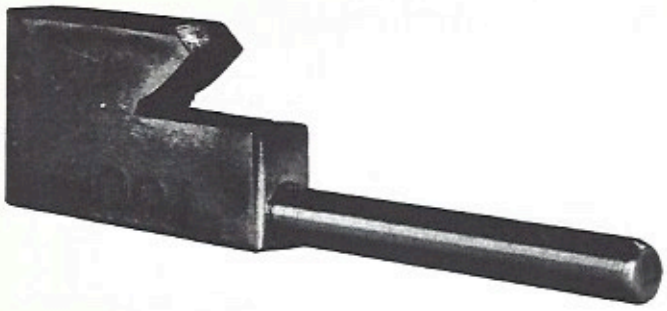
1) Disconnect the control rod on the left hand carburetor.
2) Place the Uni-Syn on either carb and adjust the air flow control on the Uni-Syn so the float is near the center line on the tube.
3) Then place the Uni-Syn on the other carburetor and adjust the carb idle screw on the carburetor so that the float comes near the same line when placed on either carburetor.

Exhaust Wrap Kit

Heat = pressure. If you want more output from your turbocharger, stock or modified, the easiest, cheapest way to get it is to retain all possible heat before the turbocharger. A series of aluminum covered, insulated blankets in the kit can be easily wrapped around exhaust inlet pipes to accomplish this. Enough material to wrap the cross-over headpipe and hold in the heat for more efficient turbo operation.

Part No. 5105 .....Exhaust Wrap Kit .....Wt. 2 lbs.

VALVE STAKING TOOL



We discovered, much to our chagrin at Pikes Peak, that the intake valve seats fall out of the Corvair heads, especially the 140 heads. At that altitude, a 5-cylinder engine just doesn't make it! We have designed this staking tool to positively hold the seats in place. The price of the tool is $15.00 but, if you wish to return it in good condition within 60 days from invoice date, we will refund $10.00 to you (like rent).

These staking tools come in 3 sizes. You must specify the size wanted.

Part No. 7004-1 ..... Fits 140 intake valve seats ..... Wt. 1 lbs.
Part No. 7004-2 ..... 110, 180 exhaust valve seats .... Wt. 1 lbs.
Part No. 7004-3 ..... 110, 180 intake, 140 exhaust .... Wt. 1 lbs.

Equal length headers for "small block" engine in Corv-8 only

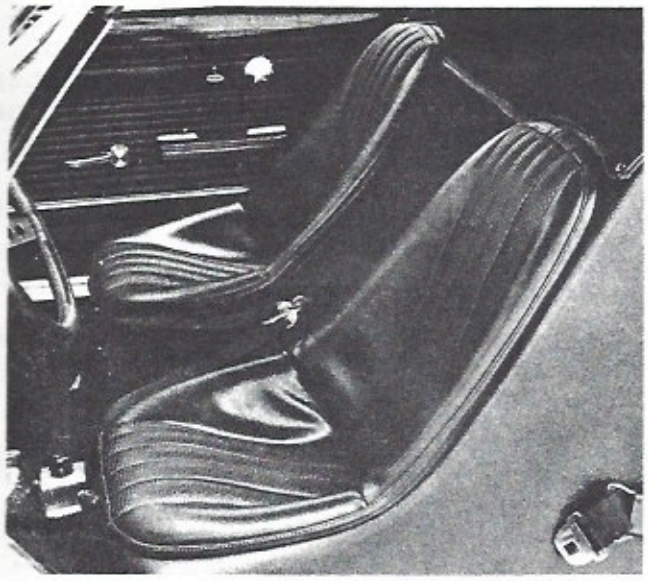
1-½" diameter tubes mandrel bent and equal to within ¼". Furnished with hardware, gaskets and flanges ready to weld to your mufflers. Many combinations are possible.

Part No. 4018 ......Wt. 38 lbs.

Sintered iron brake shoes

Many people have asked about disk brake conversion for the Corvair. It is possible to alter other units such as Corvette, Camaro, etc. but we have found that our Sintered iron shoes carefully installed in ground drums are completely adequate for any road conditions or Slaloms, etc. These linings are not the full competition ones that make the brakes feel like a brick wall at the beginning of every stop. We feel that these brake shoes belong on every street Corv-8 or Corvair as the stock organic linings are inadequate for even one panic stop.

Part No. 4126 .....Wt. 14 lbs.



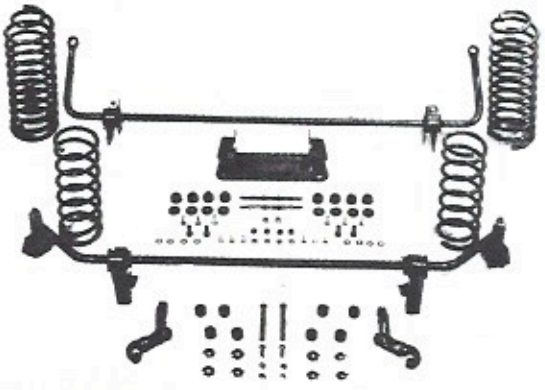
UPHOLSTERY KIT-BLACK

Consists of two upholstered seat shells shaped rug for center and top all ready to fasten in place with furnished snaps, etc. Really finishes off your Corv-8 in style with a minimum of effort. No Parcel Post.

Part No. 4124
Shipping Wt. ..... 25 lbs.

Heavy duty 4 spider gear differential unit replaces stock 2 spider unit and is universal from '62 - '69 in all Corvair differentials for Positraction or open designs. We consider this unit to be absolutely essential when differential is subject to high shock loads such as encountered in any Corv-8 installation or even when using a stock Corvair engine in Slaloms or an off road racing situation. We are selling lots of them to people using the early Corvair box in dune buggies. This unit is bolted, in, requires no special installation techniques and absolutely doubles the strength of the weak stock unit. (It also makes it possible to bolt in a 3.89-1 ring gear as the earlier bolt pattern is also drilled in the carrier.) No exchange needed.

Part No. 4023 .....Wt. 6 lbs.



The heavy duty suspension package furnished by Crown includes a rear bracket for changing the pick up points of the lower control arms, quick steering arms for the front, four springs, two anti-roll bars, and the necessary nuts, bolts, brackets and grommets for hooking this all together. This package will fit any '65 or later Corvair and sells for $195.00. (Springs should not be changed until V-8 engine is installed.)

This handling kit belongs on any '65 or later Corviar to develop the full potential of wide tires both for cornering or acceleration and braking. Our lower control arm bracket makes the rear suspension truly parallel so that regardless of changes of ride height due to bump and rebound, squat or acceleration, dive on braking (two things greatly reduced as a side effect of the geometry change) the tires stay flat on the ground to remain fully effective. Have someone bounce the rear of your Corvair up and down so you can see the tremendous camber change. The geometry is that of a swing axle car. This must be changed in order to make the Corvair independent suspension function to its full potential especially with wide tires.

We found that the stock Corvair front anti-roll or sway bar does little good for its original purpose and in fact introduces a wracking, twisting movement to the front "A" arms. Naturally the larger the stock front bar is made, the worse the twist becomes. We moved the brackets and link bolts to make the bar effective to control the roll of the car without introducing unwanted forces. The rear bar is designed to complement the front bar and complete the job of holding the car flat in turns and making its handling very neutral and completely predictable. It is not necessary to change the springs for a stock configuration Corvair nor are the steering arms essential.

We are so enthused about the handling improvement made to the Corvair by this Crown Hi-Performance handling kit, that in order to get you to try it we now offer a no-risk, money back, 30 day trial period. If you return the kit to us freight paid and as purchased we will refund your original purchase price (Invoice must be enclosed).

Normal hand tools are all that is required to put the suspension kit in place. There are three different bars available. The standard 7/8" bar fore and aft give a very slight high speed understeer condition which would be desirable by most people for high speed road driving or road course running. On the other hand, a slalom application requires considerable over-steer. A smaller bar in the front and a larger bar in the rear would promote controlled over-steer. These are available and can be purchased separately so they may be changed for different driving conditions depending on the course being run. Once the initial installation of the handling package has been completed, changing the front and rear bars is a very simple matter and takes only a few minutes. It can be done at a location somewhere away from a garage with just a matter of a couple of wrenches and some way to get the car up in the sir so that you can get underneath it to work.

CORV-8 Handling Kit

Part No. 4021 .....front stabilizer bar*, plus hardware .....Wt.20 lbs.
Part No. 4021-13 ..front springs, pair .....Wt.11 lbs.
Part No. 4021-14 ..quick steering arms, pair .....Wt. 4 lbs.
Part No. 4022 .....rear stabilizer bar*, plus hardware .....Wt.20 lbs.
Part No. 4022-11 ..Rear springs, pair.....Wt.20 lbs.
Part No. 4022-12 ..rear lower control arm bracket .....Wt. 5 lbs.
Hi-Performance Handling Kit for Corv-8.....Wt.75 lbs.
Hi-Performance Handling Kit for Corvair .....Wt.45 lbs.

*Stabliizer bars are available in three sizes, designated a, b, or c, as follows: a-.750 diameter, b-.875 diameter, c-1.000 diameter.
Unless otherwise specified, the b size is sent.

THE CROWN CORV-8

The Corv-8 is not a "quick and dirty" week-end trick to gain a little horsepower. It is instead, a complete "system" package of joined together, available components to give the end result of the best handling, quickest, safest high-speed road machine we know how to build. By keeping an essentially stock looking Corvair body, the car does not attract the unfavorable attention often given by the "law" to special bodied automobiles which are much harder to build.

This is not a vehicle for a novice driver, nor will it appeal to those who wish nothing but slow speed and soft, over-stuffed chair comfort from their vehicles. It is a superbly balanced unit which stands head and shoulders aboce anything that wears plates for handling and performance. It is the ultimate in a vehicle for the true automotive enthusiast who does not mind paying a little more in effort and money to have the very best.

After 5 years of development and testing, Crown Manufacturing Company has ready for you a Sports "G.T." car for the road; a mid-engine, fully independent suspension, stock appearing machine (if you wish) which performs much like a "Group 7" car made legal for the street.

We found that the late model Corvair lends itself particularly well to this project for several reasons. It has:

Fully independent suspension
A "transaxle package"
Adequate room for mid-engine placement
Parts common with the GM V-8 line (transmission especially) making a "bullet proof" conversion
Correct rotation of the transaxle for coupling the V-8 engine to the front (reversal of engine is not necessary)
An engine highly valued for VW conversion and dune buggy use for you to sell.

We have made hundred of wheel-spinning starts with the prototype since installing our heavy duty spider gear posi-unit without breaking any drive line parts.

Many people have asked about using the old, pre-'65 swing axle Corvair for this conversion. We have seen conversions made using the early Corvairs. The owner/builders all agree that the results are not worth the trouble involved. There is no strong, one piece input shaft available as there is for the late "Saginaw" transmission. The whole set up is weaker (gears are smaller) and the suspension is not good enough to provide a basis for a really good road car. It is possible to put the late suspension in the early car by moving the rear wheels back and doing a lot of cutting and welding but again, the results are not worth the trouble and expense.

We weighed the Corv-8 at Orange County Raceway with about half a tank of gas and no spare tire. It weighed 2770 pounds. We also weighed a '66 Corsa 140 hp with a 4-speed under the same conditions except that it had a spare tire and jack still in it and it weighed 2630 pounds. How can this be? We know that the V-8 with its cast iron block, radiator and water has to go close to 300 pounds more than the Corvair engine. The answer becomes apparent when you start to muscel out the seats. They are heavy! The front Corvair bucket seats, of course are too large to go back in, but they can be sold.

With a used 327"-350 hp (stock cast headers and running quiet mufflers) the car ran 105 mph in 12.22 for the quarter mile at Orange County Raceway. It goes around the road course like it was "on raile." The car is extremely stable under full power application and has a minimum of wheel-spin and "end-swapping" tendencies due to the low polar moment weight concentration just ahead of the rear wheels. It is no accident that all of today's high powered racing machines are built along these same lines.

We all know the problems involved with trying to make a high performance machine out of all the rest of Detroit's front-end heavy, live rear exle sleds. Power is worthless if you con't put it to the ground effectively, and Model "A" type suspension, with its high unsprung weight, cannot follow a bumpy surface in a turn.

In order to install a V-8 engine (283-327-427) in a late Corvair, it is necessary to remove the engine and transaxle, cut holes in the floor for the pan and engine air, and in the front trunk space for ducting of radiator air flow. This is quickly and easily done with an air chisel.

The input shaft (Crown #4002) fits in place of the Corvair clutch gear on the transaxle main shaft (Crown #4003). This shaft has had the end altered precisely to fit the new special bearings (included with the #4003 shaft) because the internal part of the Corvair clutch gear is slightly different from what our V-8 input shaft needs to be. Our Adaptor plate (Crown #4001) goes from the nose of the Corvair transmission to the V-8 bell-housing (shatter-proof models like the Ansen can be used if drag racing is planned).

The engine fits throughthe right door for installation.

Yes, everything turns in the right direction! The standard flywheel and clutch arrangement for the V-8, or a light weight, blow-up proof model can be used. We have used Weber units and the 427 light weight cast stock flywheel.

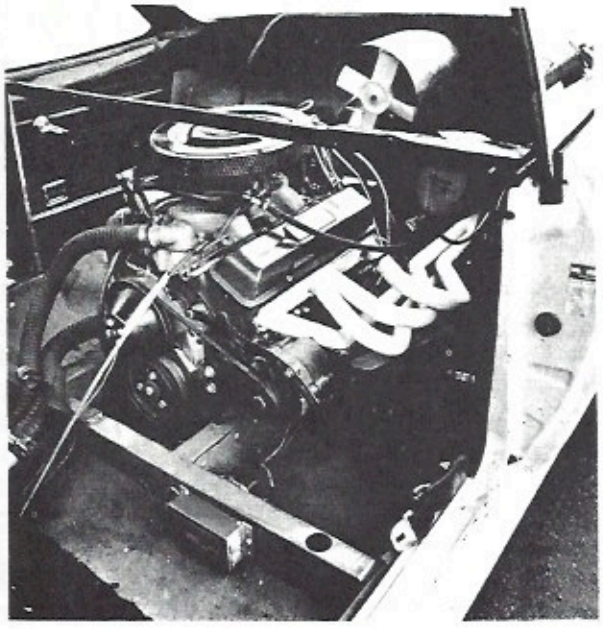
The standard Corvair rear crossmember is used where our adaptor plate (#4001) bolts to it to support the front of the transaxle assembly and rear of the engine. The front of the engine is supported by stock Chevrolet mounts on the Crown cross member and engine mount brace (#4007). The rear of the transaxle is also supported by a hanger mount (#4006).

Clutch hookup is effected by a hydraulic unit using Crown hydraulic brake and clutch assembly (#4008).

Steering Wheel for Corv-8 and Corvair

is 2" smaller in diameter than the Corvair, and is 4" closer to the dash, giving lots more room and allowing the "straight arm" driving position. The spokes are aluminum and the rim a comfortable, foam filled, hand stitched, black leather. It comes complete with horn and attaching kit. State year of car.

Part No. 4032 .....Wt. 4 lbs.



The alternator is bolted to the lower left front of the engine by Crown Bracket #4014.

Wiring is handled by extending the present wires to the new locations. We provide wiring instructions with the kit.

The tachometer works with the V-8 engine the same way as it was connected to the Corvair. There is a potentiometer inside the gage itself, which is simply adjusted while comparing the reading with a previously calibrated tachometer temporarily hooked to the engine.

The combination vacuum and pressure gage may be hooked into the V-8 engine intake manifold so engine vacuum may still be monitored, as with the Corvair engine. The head temperature warning horn may be hooked up to sound under conditions of low oil pressure.

A water temperature gage is a necessity, and if you desire, a single unit combining water, oil and amp gages makes a good package. This will fit nicely at the lower center of the dash. All auto accessory stores carry these gages.

The gear shift rod and tube must be cut and fastened to the Crown shift linkage (#4005) which extends around the pan and flywheel to the shifter rod at the front of the transaxle.

If you wish to install a roll bar, it can go in at any time, but it is an easier job if done before the engine is installed.

Water pipes and hoses and radiator are hooked up after cutting appropriate holes and mounting the radiator brackets and pipes (#4013). We recommend a DeSoto or Chrysler Hemihead radiator with a 3" core. These measure about 2' square and are a perfect fit for the space available, and the mounts are right for easy fastening. Other radiators will fit, though.

The engine is covered by #4017 rear engine cover. The front edge of this mates with the front engine cover and seats (Crown #4016) and is easily removed for engine access.

We found a handy way to check water and engine oil is to put a piano hinge diagonally across the front left corner of the top engine cover. Leave enough room to fold it up. The front portion can be left just long enough to barely go under the front cover to retain it in place.

The upholstery kit #4124 has its own seat rims which fasten in place with four bolts, and a top rug which sanps around the top cover and down over the center console. It takes less than an hour to install complete.

Close ratio gears are available for the reworked Corv-8 box as follows: specify Crown #4002-B input shaft package, consisting of 4002-B shaft, 4002-C cluster, and 4002-D third speed gear. List price for the package is $124.50 outright. If this is purchased at the time of the #4102 Deluxe Kit purchase, add $64.50 to the price of the kit.

Part numbers of possible interest to Corv-8 builders: Corvair Saginaw four speed transmission, GM #3924765. Matching '66 and later differential case (carrier assembly), GM #3873484. It takes the '65 internal parts and matches the Saginaw trensmission. These two parts are needed to replace a '65 transmission and differential unit for the Corv-8 conversion. (The '65 differential case can be modified to work with some simple machine work.)

Wneh replacing a positraction type unit with the Crown spider gear differential carrier #4023, you need a different bearing adjusting sleeve, GM #3867366.

Quick Steering Arms

give your Corvair Real Sports Car Maneuverability. These reduce the number of steering wheel turns (lock to lock) and are helpful in improving, the responsiveness of your '60 -'69 Corvair. Three turns lock to lock. They are constructed of forged treated steel, same as factory but cut and magnafluxed.

If you send your old arms to us, we will give you $2.00 credit per pair. ..... Part No. 141

The rubber motor mounts needed to fasten the V-8 engine to the Crown crossmember engine mount (#4007) are GM #3777409.

All the GM numbered parts above are available from your Chevrolet dealer, so we do not stock them.

A hot water heater, Model #356-12 volt, manufactured by Hupp Corporation, is available through local automotive jobbers, or a gas heater can be used to provide heat in cooler climates.

The 396 and 427 engine blocks can be used to build a Corv-8, but you must be willing to put up with less seat room, cooling problems, ring and pinion breakage and many other inconveniences. We found it to be too much in every direction; too long, too heavy, too much troque for the drive line components. We are not having any breakage problems with the small block engine thru the 350 c.i. engine.

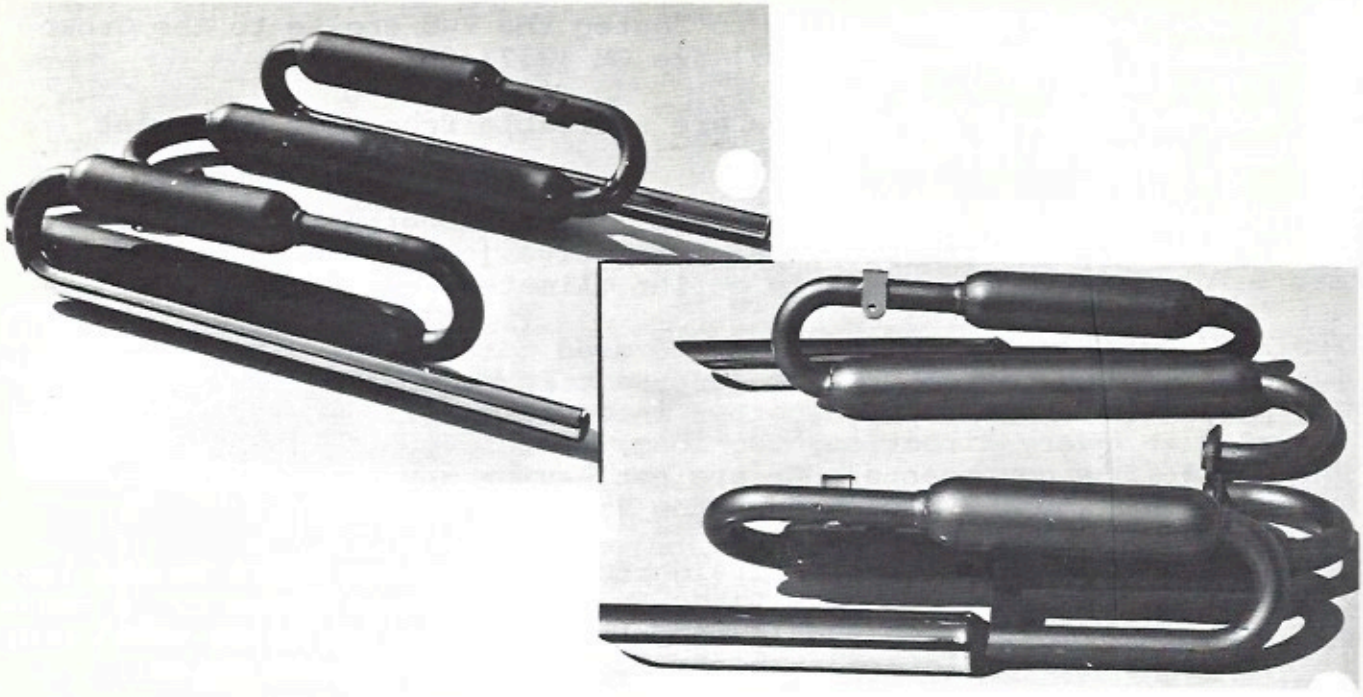
This conversion is extremely straightforward, but we would be the last to tell you that it puts itself together, because it doesn't. A mechanically inclined person should be able to do the job in 25 to 35 hours, if all parts and tools are at hand (don't forget the air chisel).

General Motors has been hinting at a mid-engine Corvette for some time, but the advent of their '68 model as designed would seem to preclude this in the near future. They always produce a model long enough to amortize styling changes made for a new body, etc. over a period of several years. I would expect that the running gear of a new Corvette designed in this manner would have about the same arrangement and parts layout as our Corv-8 conversion. This car would probably cost $5000 plus, and perform and handle about the same as the Corv-8. It might look better and you could take it back for a "warranty fight" when something broke. But you can't get one yet, so if you want the thrill of driving a car which is far more responsive than anything you can buy off the showroom floor - THE CROWN CORV-8 IS IT.

Part No. ..... Basic Adaptor Kit (first four items) ..... Wt. 22 lbs.
Part No. ..... Corv-8 Adaptor Kit (all items) ..... Wt. 200 lbs.

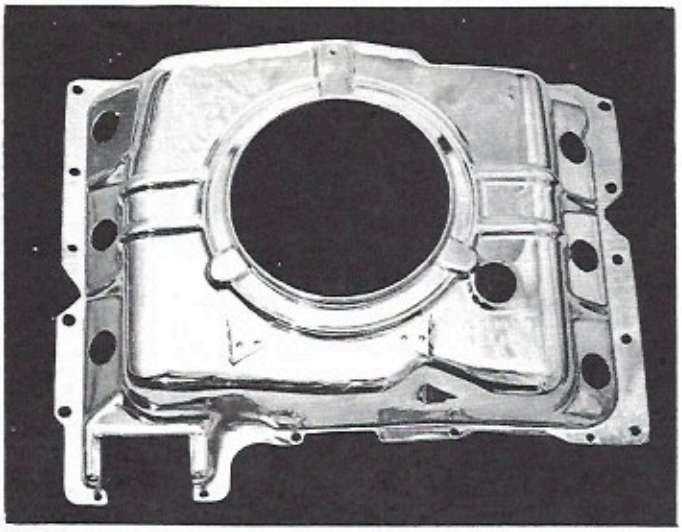
Corv-8 Component Prices

Part No. 4101 ..... engine adaptor Part No. 4002 ..input shaft
Part No. 4003 ..... main shaft and bearings
Part No. 4005 ..... shift linkage
Part No. 4006 ..... rear transaxle mount
Part No. 4007 ..... front crossmember engine mount
Part No. 4008 ..... hydraulic brake and clutch kit
Part No. 4012 ..... water pipes Part No. 4013 ..radiator bracket
Part No. 4014 ..... alternator bracket
Part No. 4015 ..... throttle cable and fittings
Part No. 4016 ..... seats and front engine cover
Part No. 4017 ..... top engine cover
Part No. 4027 ..... oil filter adaptor
Part No. 4028 ..... seat belt brackets
Part No. 4030 ..... fan and shrouding



'60-69	6	All Pass. Car	w/80 H.P. thru 110 H.O. 3-½" Mufflers & Resonators w/1-½" Straight Tips 65-DS
			3-½" Mufflers & Resonators w/2-½" Angle Cut Tip 65-DSA
			3" Mufflers & Resonators w/1-½" Straight Tips 365-DS
			3" Mufflers & Resonators w/2-½" Angle Cut Tip 365-DSA
'60-69	6	Corvair Specially Flanged Exhaust Pipe...HP65CO...HP65CO	
'65-66	6	All 140 H.P.	3" Mufflers & Resonators w/1-½" Straight Tips 3651-DS
			3" Mufflers & Resonators w/2-½" Angle Cut Tips 3651-DSA
'60-64	6	All Pass. Car	w/80 H.P. thru 102 H.P. 3" Mufflers & Resonators Short 1-½" Straight Tips 361-DS* *Only sets stocked without resonators
'60-64	6	All SW, Pickups & Greenbrier	3-½" Mufflers & Resonators Short 1-½" Straight Tips 62-TDS

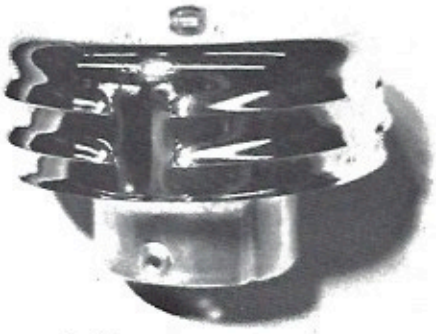
NOTE: When ordering any set without resonators, add "w/o to part No.



DRESS UP YOUR ENGINE

This beautiful chrome plated shroud ONLY _____ exchange. CM-47. Exchange requires $10.00 deposit; refunded on receipt of your old shroud in good condition.

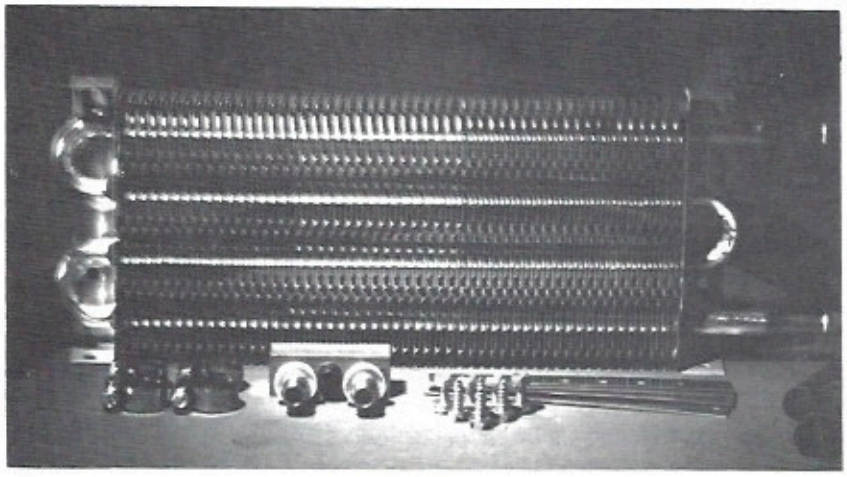
Part No. 145 .....



2-11/16" HIGH 4-5/8" DIA.

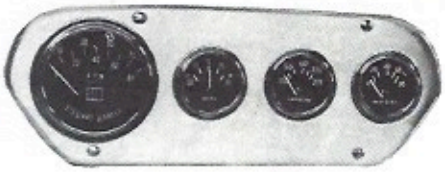
* Superb Chrome
* Flameproof Cartridge
* Paper Filter
* Excellent "Breather"
* Awning Design

Part No. 144 .....



When the aircooled Corvair engine is subjected to extra-duty work, or high ambient air temperatures, the engine oil temperature increases rapidly. The factory oil cooler cannot handle the increased work and temperatures run as high as 220-240 degrees F. Engineers agree that oil temperature should be ideally kept below 190. This four-pass cooler will lower temperature by 20-30 degrees, and keep the oil below the ideal level.

The unit is complete with all the attaching brackets and high-pressure hoses.



C.M. 8-A

C.M. 8-B

C.M. 8-C

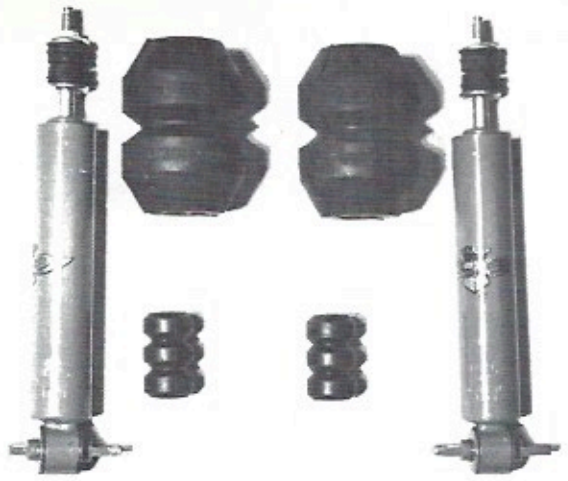
INSTRUMENT PANEL

New from Ropal Eng., this instrument panel fits beautifully in center of the Corvair dash, no holes or defacing of dash required. Wiring and mounting brackets go through ash tray opening. Unit available with 3 different instrument faces. The CM-8A pictured accommodates cylinder head temp gauge or SUPER CHARGER pressure gauge, oil temp gauges, oil pressure gauge, ampmeter and tachometer. We recommend CYLINDER HEAD GAUGES to be used with toggle switch and 2 sending units so that it will indicate head temperature on left and right hand bank. Units available fully instrumented at our plant. Two piece instrument panel.

Back encasement comes in black crackle finish to prevent sun-glare.

When ordering please state what size of face panel,

C.M. 8-A ..... C.M. 8-B ..... C.M. 8-C



G.T. SUSPENSION provides the system of handling and road-holding that you, the discriminating driver, demand in a car. This suspension utilizes four progressive-rate auxiliary rubber springs to control spring rates precisely and give you added directional stability. These are the same type AEON springs used on Lotus, Ferrari and other fine sports cars. Two specially calibrated shock absorbers complete the exact spring rate control. The result: No bottoming, flat cornering and a high degree of directional stability (resisting windwander and "diving" on undulating roads). The ride is secure, pitch-free and remarkably Porsche-like. An enthusiast will be delighted and the most critical, non-sporting passenger will find the ride more than comfortable.

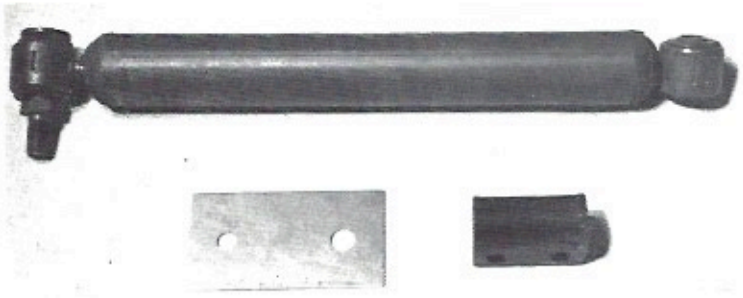
KIT contains four rubber AEON springs, two adjustable shock absorbers, complete fittings, geometry settings for best straight-line stability, cornering and tire wear. With "easy-on" instructions.

KIT (as described above) . . . . . Part No. 113

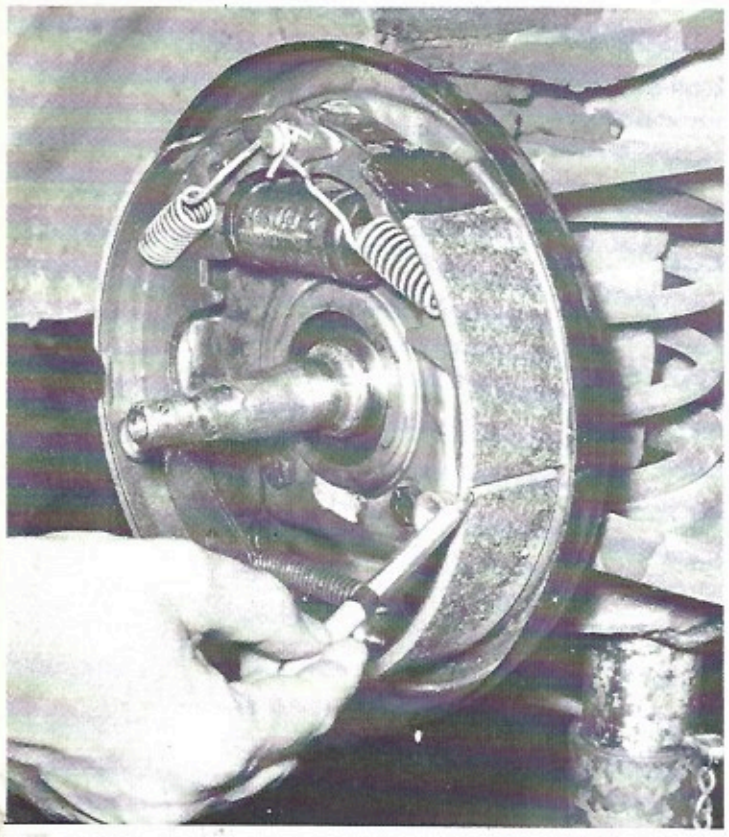
With KONI rear shock absorbers substituted . . . . . Part No. 114

GT Suspension with no shock absorbers . . . . . Part No. 115

STEERING DAMPER. Like the precisely calibrated shock absorber that it is, this damper eliminates road shock for vibration-free, dead-accurate steering on all road surfaces. As used on all the top G.T. cars - Porsche, Mercedes and Sting Ray (the only other American car having one). Highly recommended. KIT includes damper cylinder, brackets and simple instructions. (This is a sure cure for shimmy or any source of "wheel fight" due to worn front end elements, out-of-balance tires, etc., for all models and years, except Greenbrier.



STEERING DAMPER KIT . . . . . Part No. 116



Pencil points to separation of lining material to prevent it cracking as shoe distorts under high-temperature application.

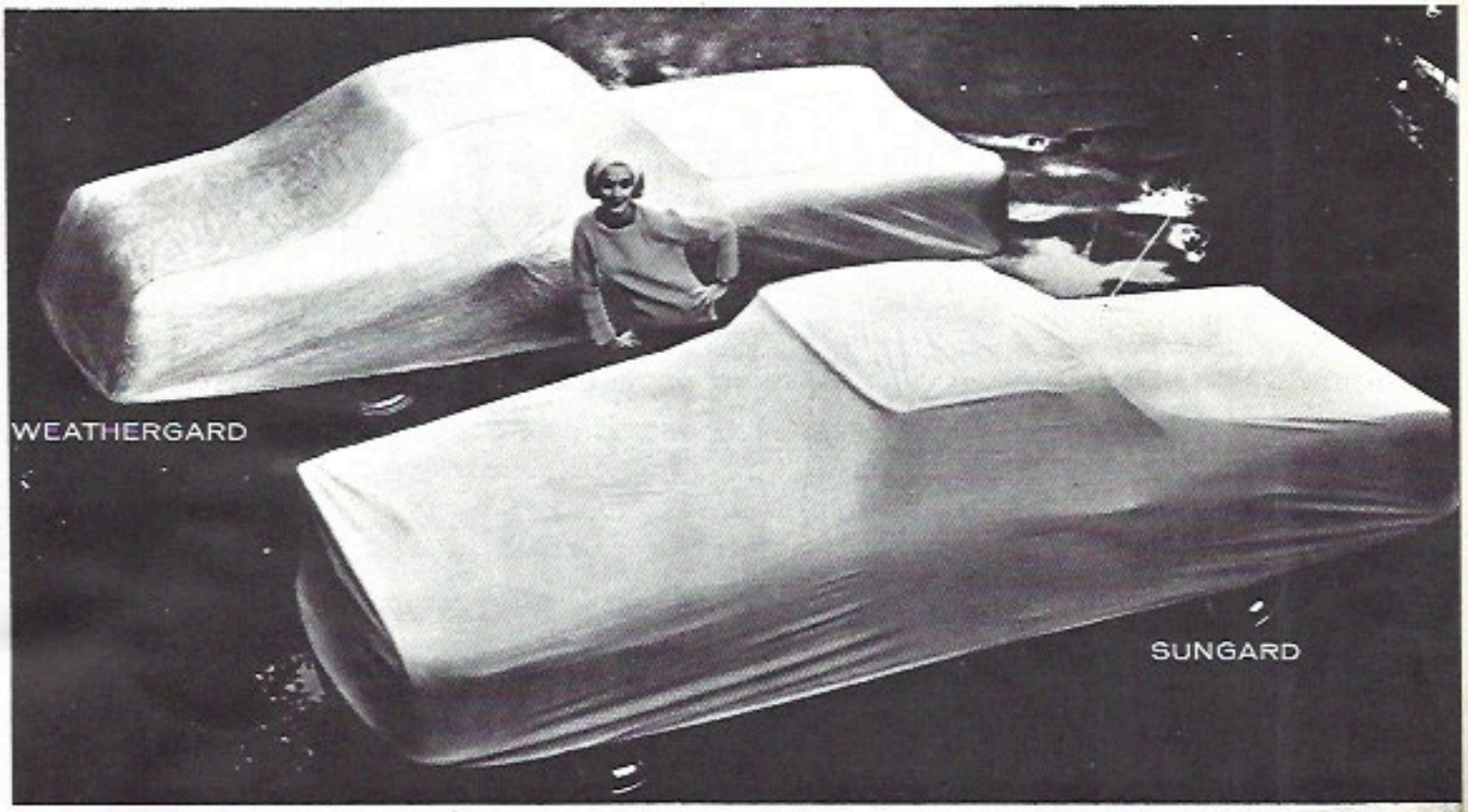
VELVETOUCH METALIK

Velvetouch Metalik Powdered Metal Linings give you disc brake performance with your present drum type brakes. You get maximum safety in all types of service becuase there's no grabbing...no heat fade ...no down-hill fade...no water fade...no speed fade. Vevetouch Metalik Powdered Metal Linings give thousands of miles of extra braking ...require fewer adjustments...increase drum life.

If it goes and it handles, it ought to stop. Straight line stops in wet or dry, soft pedal hot or cold (your wife will thank you for that) - - metallic brakes are the answer. We carry them for those exuberant drivers who require non-fade brake performance under repeated hard usage. Any kind of competitive driving demands their superior characteristics - they are actually more efficient the harder they are used. KIT includes all shoes lined and ready for routine installation (without special preparation of drums).

Part No. 146 .....

CUSTOM CAR COVERS



SOLAR CUSTOM Westhergard .....Part No. H-157

The original waterproof material is engineered and designed to withstand all weather conditions; neither snow, nor wind nor broiling sun can bother your car in its Solar Custom Car Cover. A scientifically formulated live rubber coating, reinforced on the inside with a strong cotton fabric, that is treated against mildew, rot, rain and snow. The Weathergard has been engineered and developed for a purpose - to withstand all weather conditions and offer your car the best possible protection. It is silver - not tan, not blue, not gray; for better sun reflection - better car protection and keeps the car cool inside for your comfort and preserves the leather upholstery. Each carefully tailered cover is elasticized both front and rear for a snug fit and features the "tie-down" tabs and a nylon tie cord. Double reinforcements are provided for use where the radio antenna goes through the cover. Supplied in a sturdy, re-usable box, and guaranteed in writing for full 24 months of satisfactory service against crack-peeling, shrinking out of fit, or against threads coming apart.

SOLAR CUSTOM Sungard .....Part No. H-158

Tailored to fit your car to ensure that Custom fit. Strong cotton poplin fabric, double pre-shrunk to retain appearance and excellent fit through repeated washings and years of service. Treated with a top quality permanent silicone water repellent for continuous protection against sun, smog, dirt, moisture, etc. Mildew resistant. Nylon tie cord and tabs for "tie-down" and double reinforcements for use where radio antenna goes through cover. Lightweight for easy use. Elasticized front and rear for snug fit of cover. Light green color, supplied in re-usable storage box.

FORMULA 2+2 COCO CAR MATS

PERFECT FIT:

All floor mats are designed and tailored to fit your specific make and model car. Hundreds of patterns to ensure that custom fit.

APPEARANCE:

Smart, modern interior matching colors and designs. These durable and elegant floor mats are easy to clean and will add a feeling of comfort and luxury to your car's interior. Feels great underfoot.

PREVENT RUST:

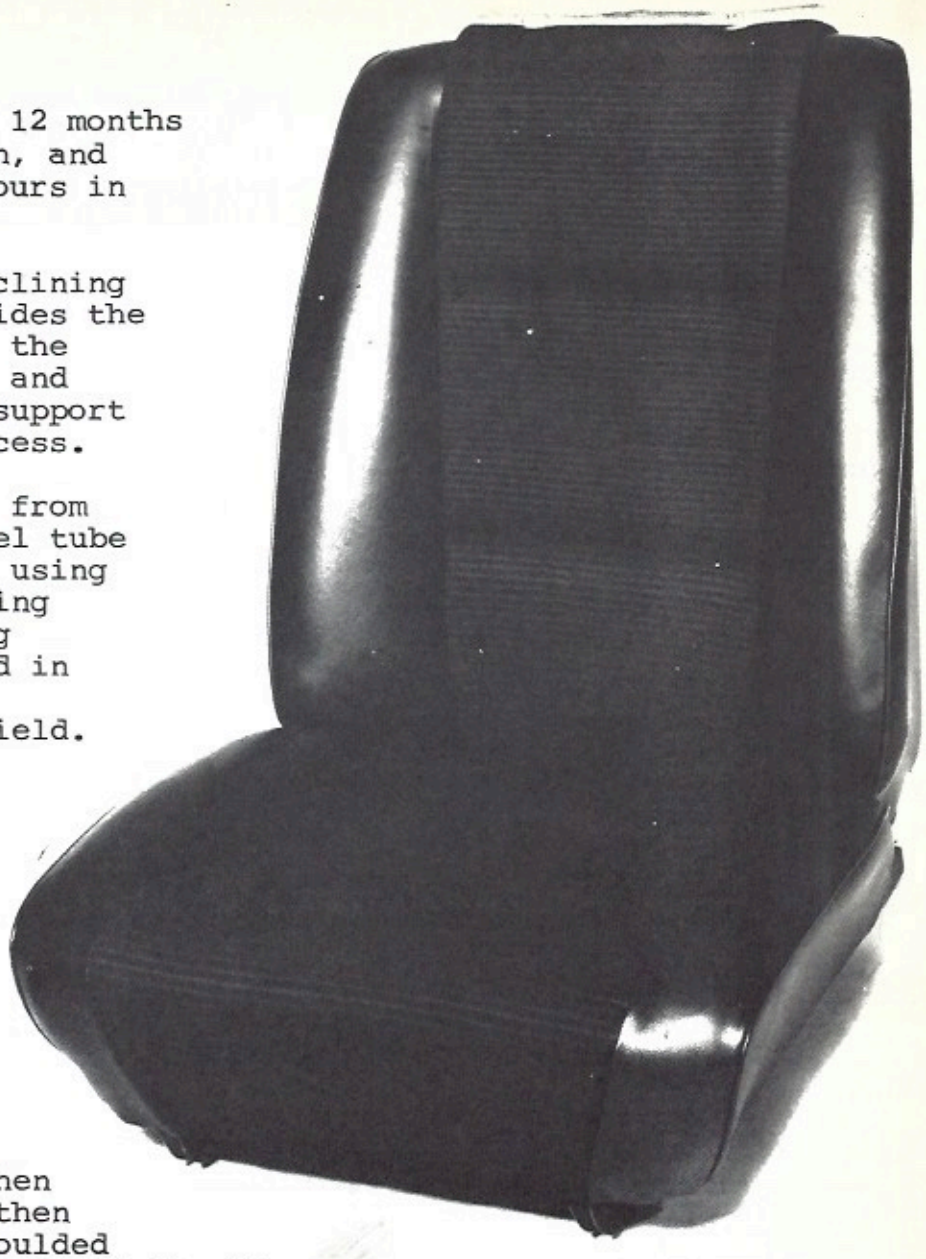
Will keep your floor clean and dry because we use only the finest imported Coco fibre matting which is breathable and rot proof. Our special weave lets air circulate to prevent mildew and rust. This material has been used for years as diving board covers.

1960-1965 Corvairs	1 pc. front	Part No. C-128
	2 pc. front	Part No. C-129
	2 pc. rear	Part No. C-130

This seat has taken over 12 months from design to production, and absorbed over 1000 man-hours in development.

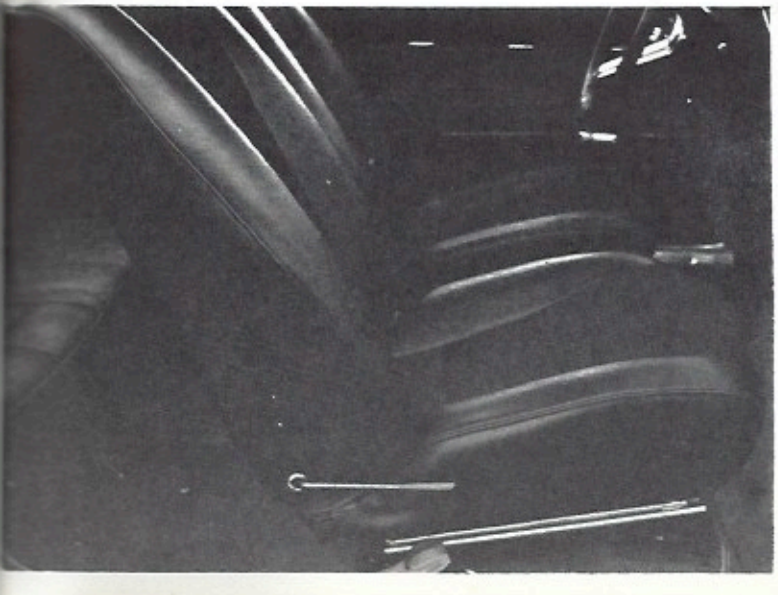
The result is a fully reclining Motorcar Seat which provides the discerning motorist with the maximum possible comfort and full lateral and lumbar support combined with ease of access.

The frame is constructed from 3/4" 18 gauge square steel tube which is welded together using the most up to date welding technique. The reclining mechanism is manufactured in England by the Country's leading expert in this field. It gives a vast range of Rake-Angle combinations from verticle to horizontal and is easily operated with one hand. An ingeniously concealed Torsion Bar takes care of the return action.



Onto this frame are welded the lateral support members, and lattice diaphragms are then attached. The frame is then covered with specially moulded high density Polyether Foam and finally upholstered in best quality Vinyl, with a center panel of Brushed Nylon Cord.

"Solar-Recliner" Seats....Part No. 125



Dear Mr. Herschberger,

This is just a note to let you know how much I enjoyed the custom seats purchased from you.

The installation was not too complicated and the comfort is unbelievable.

I just returned from a 6,000 mile trip to the west coast and back. Some days I spent as long as 14 hours at the wheel of my 1969 Monza, with no aches and pains, that usually accompany standard seats.

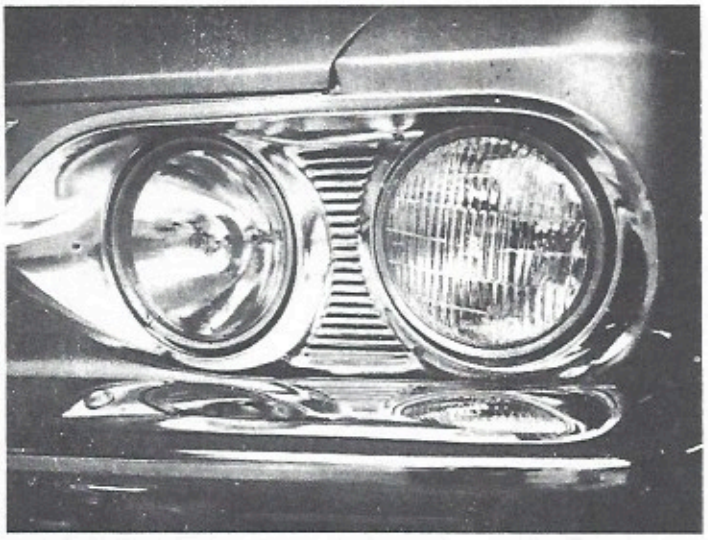
I think the reason for this is the infinate number of adjustments that can be made.

When I got tired or restless I would simply re-adjust the seat. The fully reclining position is great, if you want to pull over and take a little nap.

Sincerely,

Ray Johnson
Berkeley, Ill.

PENETRATOR® CONVERSIONS



PENETRATORS ARE THE MOST POWERFUL HEADLAMP CONVERSIONS AVAILABLE FOR QUAD LAMP CARS! THEY PROVIDE THE EXTRA ILLUMINATION REQUIRED FOR SAFETY AT HIGHER NIGHT AVERAGE SPEEDS.

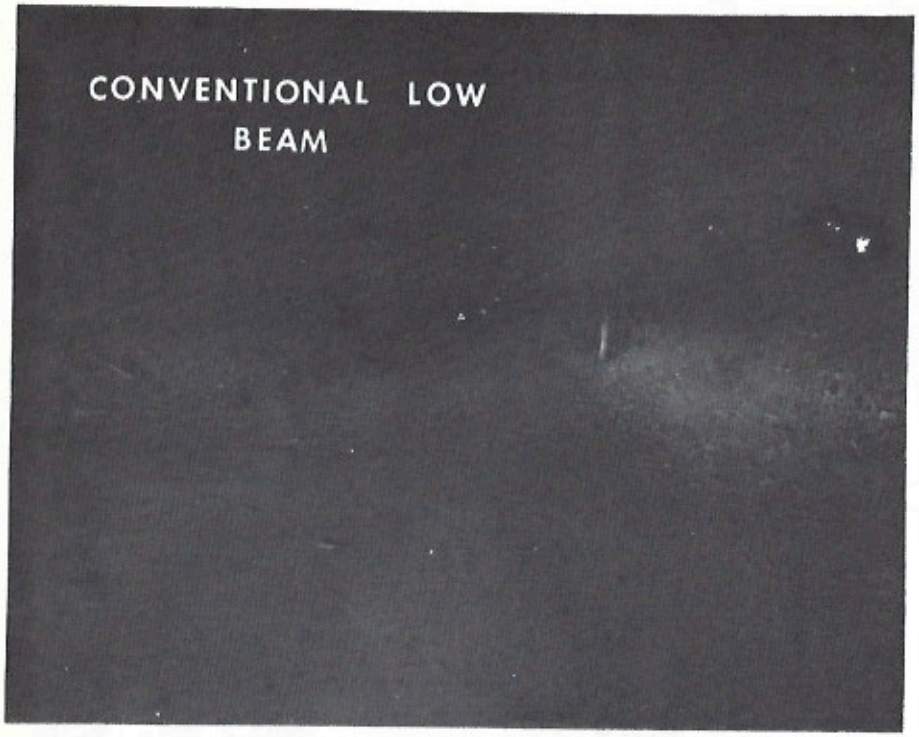
THE LOW BEAM HAS A VERY WIDE, INTENSE PATTERN THAT PROVIDES GOOD LIGHT DIRECTLY IN FRONT AND TO BOTH SIDES OF THE CAR. THE TOP CUTOFF IS ASSYMETRIC WITH THE LEFT SIDE CUTOFF AT THE HORIZONTAL TO MINIMIZE GLARE FOR ONCOMING DRIVERS AND THE RIGHT SIDE LIFTED UP TO SHOW SIGNS AND ROADSIDE HAZARDS. CANDLEPOWER - 23,000. PATTERN WIDTH-50°.

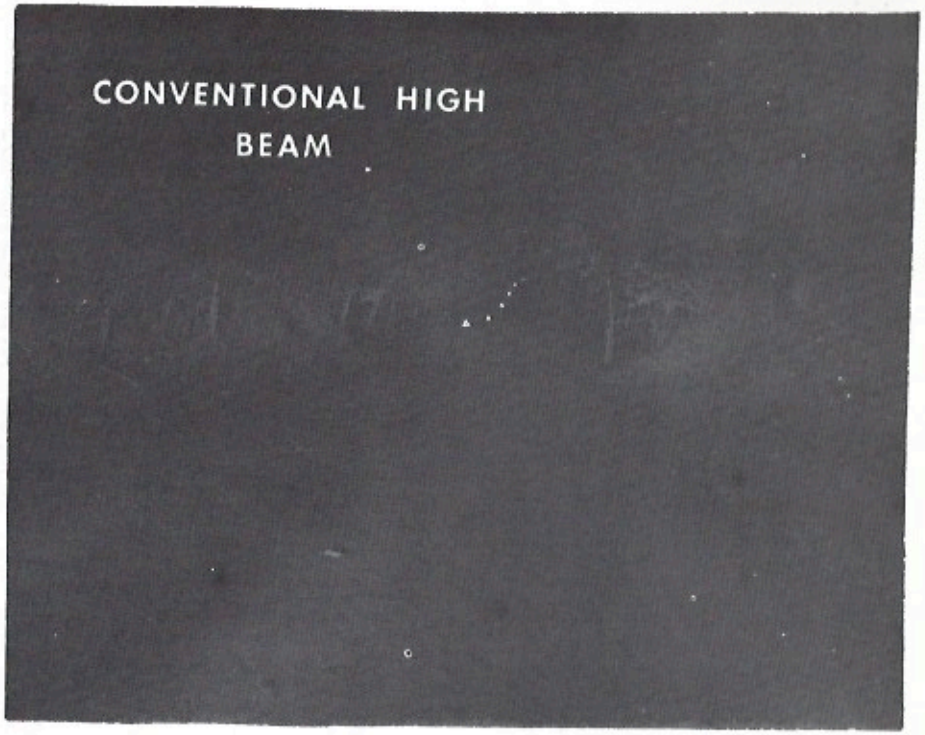
THE HIGH BEAM IS A POWERFUL, LONG RANGE LAMP THAT ILLUMINATES HAZARDS FAR DOWN THE ROAD. IT ALSO PROVIDES ADEQUATE COVERAGE TO MINIMIZE THE "TUNNEL EFFECT" EVIDENT WITH MANY LONG RANGE LAMPS. A REFLECTIVE ROADSIGN CAN BE ILLUMINATED AT 1.4 MILES! USABLE RANGE IS 5/8 to 3/4 MILE. CANDLEPOWER - 200,000 EACH. PATTERN SIZE - 11°WIDE, 6°HIGH.

WE INVITE COMPARISON TO ANY OTHER CONVERSIONS ON THE BASIS OF PERFORMANCE AND PRICE. SATISFACTION GUARANTEED.

FULL INSTALLATION INSTRUCTIONS INCLUDED.

LOW BEAM CONVERSION (SINGLE)	No. 575 LC
(PAIR)	No. 575 LCP
HIGH BEAM CONVERSION (SINGLE)	No. 575 HC
(PAIR)	No. 575 HCP
COMBINATION CONVERSION (ONE PAIR OF LOWS & ONE PAIR OF HIGHS)	No. 575 LHC


CONVENTIONAL LOW
BEAM


CONVENTIONAL HIGH
BEAM

PENETRATOR LOW
BEAM

PENETRATOR HIGH
BEAM

POLICIES

PRICING

Prices, discounts and quotations are subject to change without notice, and will be those in effect at the time of shipment. Items are subject to design change or discontinuation without notice.

TAXES

Wisconsin Sales Tax will be collected from Wisconsin residents.

WARRANTY

Solar Automotive, Inc. warrants that it will repair or replace to the original purchaser without charge, fob Princeton, Wis. 54968 any products manufactured by it which are returned to the Company, freight prepaid, within 90 days from the date of shipment from its plant, and which are found to be by our examination faulty or defective in material or workmanship.

The Company will not be responsible for any damage or loss caused by delays, failure, or any consequential damage arising from any cause whatsoever, nor for labor, transportation, lodging, or any other charges in the replacement or repair of defective parts.

This warranty to repair or replace is the only warranty expressed or implied by Solar Automotive, Inc.

Equipment re-sold by us and not of our manufacture is warranted only to the extent of the original manufacturer's warranty.

Warranty will not be in force for any merchandise that is not paid for in full to Solar Automotive, Inc. or that has been altered in any way.

CANCELLATIONS

Cancelled orders are subject to payment of charges equal to all cost incurred by the Company up to the date of cancellation.

RETURN OF GOODS

Permission from the Company must be obtained before returning any merchandise. Merchandise to be returned must have been purchased within the preceding 90 days. Returned merchandise must be prepaid or will not be accepted. New Material of current design accepted by the Company for return is subject to a restocking charge of 20%.

TERMS

A 25% deposit is required for all COD orders. Full payment plus freight may be forwarded with the order. Personal checks take 3 weeks to clear our bank. For prompt service, send money orders or certified checks. All shipments are fob Princeton, Wis. 54968

CLAIMS

All goods shall be considered delivered to the purchaser when they are placed in the hands of the carrier and consigned to the purchaser. Loss, damage or destruction of any merchandise is assumed by the purchaser and claims must be made by the purchaser to the carrier.

Cut along this line for mailing form

Solar Automotive INC.

124B Fulton St. Princeton, Wisconsin 54968 Phone 414/295-3871

RUSH ORDER BLANK

SHIP TO: _____ DATE: _____

STREET: _____ PHONE NO: _____

CITY: _____ STATE _____ ZIP NO. (MUST HAVE) _____

QUANTITY	PART NUMBER	DESCRIPTION	UNIT PRICE	AMOUNT

Where did you hear about us?

Sub-total _____

4% Sales Tax _____

FREIGHT _____

Amount Enclosed _____

TOTAL _____

Method of Shipment Desired (see Shipping Information) _____

SEND CERTIFIED CHECK OR MONEY ORDER FOR IMMEDIATE SHIPMENT.

ALL CHECKS MUST CLEAR BEFORE SHIPMENT IS MADE.

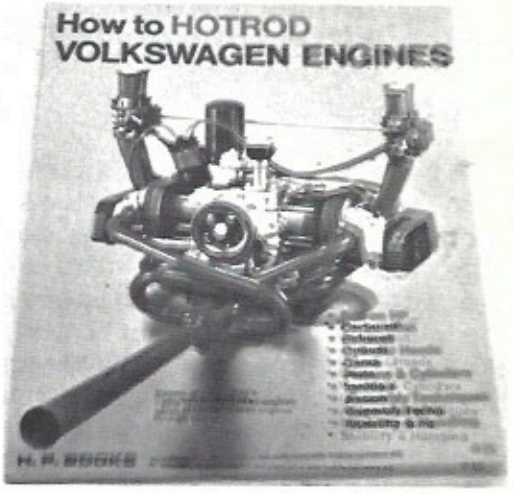
GUARANTEE: Solar Automotive, Inc. gladly guarantees all equipment against defects in material or workmanship when installed as directed. — Prices Subject to Change Without Notice

NOTE: Shipping charges must be prepaid when returning merchandise or shipping core charge items. All merchandise F.O.B. Princeton, Wis. 54968.

How to Hotrod CORVAIRS 1960-69

108 pages/288 photos-drawings/20 chapters. Tells how to get amazing performance from all 80 to 180 HP Corvairs. Covers cams, carbs, exhausts, heads, ignition, big bores, turbosuperchargers and simple VW/Corvair conversion details. Complete handling chapter.

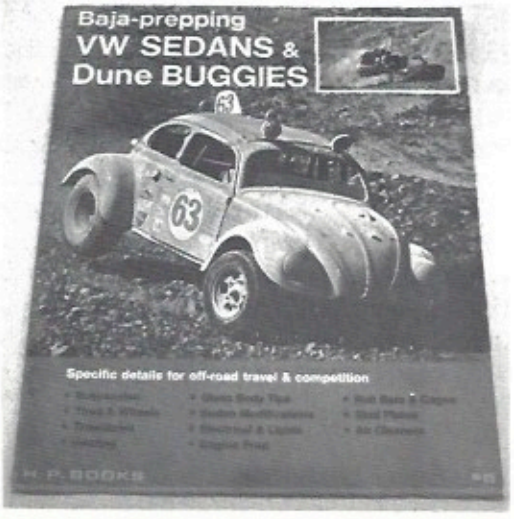
How to Hotrod CORVAIRS ..Part No. 132



How to Hotrod VOLKSWAGONS 1960-71

160 pages/400 photos-drawings/ 24 chapters. Tells and shows how to modify 1200, 1300, 1500 & 1600 engines/chasis for improved acceleration, top speed and handling. Details exhausts, carburetion, head mods (with flow-bench data), cam/ valve-train changes, superchargers, big bores, ignition, crankshaft mods (dowels, rollers, strokes, counterweights), oil pumps/sumps/coolers, clutches & flywheels.

How to Hotrod VOLKSWAGONS ..Part No. 133



Baja-Prepping VW Sedans & Dune Buggies

100 pages/227 illustrations designed to help every off-roader with a VW-based car. Comprehensive sections on front/rear suspension, transaxles, gearing, tires, wheels, skid plates, air cleaners, roll bars, off-road engine prepping, electrical systems and glass-body tips. How to make your VW Sedan into an off-road winner that will give you more fun with less fixing.

Baja-Prepping VW Sedans & Dune Buggies
. . . . . .Part No. 134

How to Hotrod Big-Block CHEVYS 1965-71

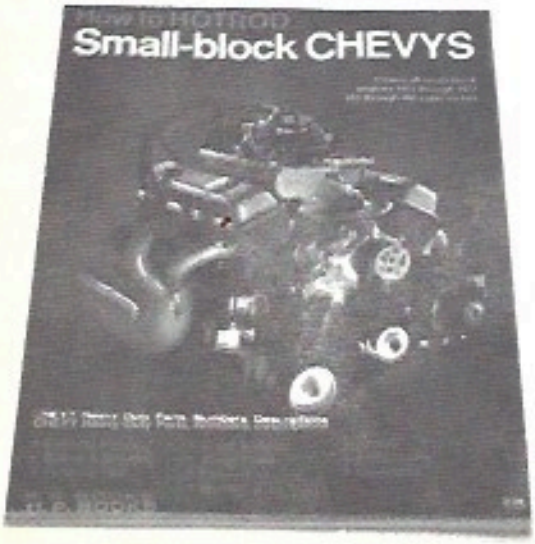
160 pages/292 photos-drawings. Tells and shows how to modify your 396/402/427/454 for enormous improvements in acceleration and top speed. Identifies reasonably priced STOCK parts that work better than costly "trick stuff". CHEVY heavy-duty parts numbers and descriptions, clearances, torque specs, how to tune stock and hotrodded engines, includes Holley/Q-Jet tips. How to select and install headers, manifolds, heads, valves, pistons, cams, cranks, ignition, oil pumps/pans/coolers. Complete blueprinting section. 454-ing smaller big-blocks, boring & stroking. Every page carefully written for the enthusiast who wants the utmost performance.

How to Hotrod Big-Block CHEVYS 1965-71 . . . . . .Part No. 135

HOLLEY Carburetors

160 pages/200 illustrations. Most complete info ever released on these high-performance carburetors. How to select the right size and type for your engine and application, what air and fuel-flow the engine really requires. How the carburetor is affected by manifold, cam, exhaust, temperature, density, engine size, air cleaners and stacks, emission requirements and equipment, etc. Fuel pump, filter, fuel-line installation. Covers all two- and four-barrel high-performance models including 4500, 4165, 4150/4160, 2300 (500 & 650 CFM), 5200 (Pinto)- and popular replacements, too. Pitfalls to avoid. Complete basic descriptions of how each one works plus street and race tuning info.

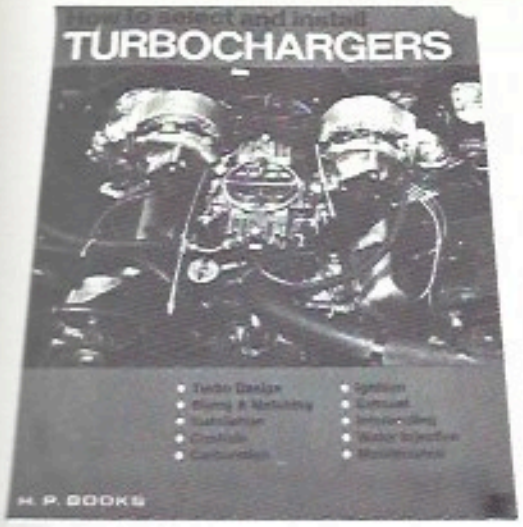
HOLLEY Carburetors . . . . . .Part No. 136



How to Hotrod Small-Block CHEVYS 1955-72

200 pages/350 photos-drawings. First book that dares to tell it like it is for all 265 thru 400 CID engines. CHEVY heavy-duty parts numbers and descriptions, clearances, torque specs, tuning ingo, Q-Jet & Holley tips, blueprinting, cylinder heads, exhaust, ignition, pistons, cams, valve train, crankshafts, lubrication, technical evolution of the engine, boring & stroking, engine assembly - and more. Every page contains more into than you'd get from an entire magazine article.

How to Hotrod Small-Block CHEVYS 1955-72
. . . . . .Part No. 137



How to Select & Install TURBOCHARGERS

144 pages/135 drawings/137 photos show you how to install the correct turbocharger on your engine for 50% to 300% HP improvement. Covers turbo design, sizing & matching, controls, carburetion, exhaust, ignition, intercoolers, marine and high-altitude applications, maintenance, lubrication. This first and only modern book on turbocharging has been written by Hugh MacInnes, Ch. Engr. of Rajay Industries to answer all of your questions about turbos . . . the economical way to get outstanding performance at reasonable cost. Includes installation drawings and addresses of turbo manufacturers and distributors.

How to Select & Install TURBOCHARGERS . . . . . .Part No. H.P. - 131

FLAT PROOF . . . Eliminates 99% of all Tire Punctures Instantly!

FLAT PROOF tire sealant has been thoroughly tested by a leading Detroit testing laboratory.

FLAT PROOF
- -Cannot affect wheel balance
- -Dissipates heat by 23% tire temperature
- -Water soluble for recapping
- -Non-toxic, non-flammable and odorless

UNCONDITIONALLY GUARANTEED to seal numerous tire punctures in all types of tires - tube or tubeless. Seals punctures up to 1/8" diameter in passenger car tires . . . instantly!

One 12 ounce bottle does two tires.

Don't Get Caught Flat . . . Use FLAT PROOF!

FLAT PROOF (12 oz. bottle) . . . . . .Part No. 138

See Your Way Clear With . . . CLEAR!
Prevents Fogging

Excellent for use on:
-All face shields
-Visors, Goggles
-Windshields
-Windows, Mirrors

Easy to use - Spray on - Wipe off!

Directions:
1. Saturate entire surface with CLEAR
2. Rub in thoroughly with tissue - allow to dry
3. Wipe off thoroughly with clean tissue
   NOTE: If necessary, repeat process

CLEAR is effective from -50 to 150 Fahrenheit

DOES NOT CONTAIN: Paraffins, Silicones, Resins

GUARANTEED EFFECTIVE FOR A MINIMUM OF 4 HOURS DURATION

CLEAR . . . . . .Part No. 139

HI-GLO . . . The Superb Plastic Finish

Excellent for use on:
-All painted metals
-Aluminum
-Chrome
-Plexiglas
-Fiberglass
-Vinyl
-Stainless Steel
-Magnesium

HI-GLO can be applied in HOT SUN or SHADE

Removes and Prevents Rust. Cleans, Polishes, Plasticoats

ONE APPLICATION DOES EVERYTHING!!

HI-GLO . . . . . .Part No. 140

Remote-Control Sport Mirrors (2)

Drivers side mirror adjusts with a handy switch on the door panel. Right-hand mirror adjusts from outside.

Part No. G-117

10" day/night rearview mirror, with map light.

Part No. G-118

SK 600-V

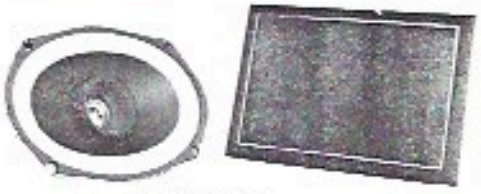
AM/FM MPX
8 Track

Dial Built into
Cartridge Door

BM-1100-UN

A complete universal sound center which provides a true custom in-dash installation. BM-1100-UN offers AM/FM multiplex stereo radio with the versatility of an 8-track car stereo. Also, the BM-1100-UN incorporates a fully adjustable uni-chassis. The expandable chassis adapts to any dash from 5-1/8" to maximum adjustment of 6-1/2". This combination unit has push-button program selector, digital colored channel indicator lights,tuning dial built into cartridge door, thumb-wheel tuning control, 22 transistors, 16 diodes and 12 watts peak music power channel.

Dimensions: 6-7/8 W x 6-1/2" D x 1-7/8" H.



SK 690-V

SPEAKER KITS

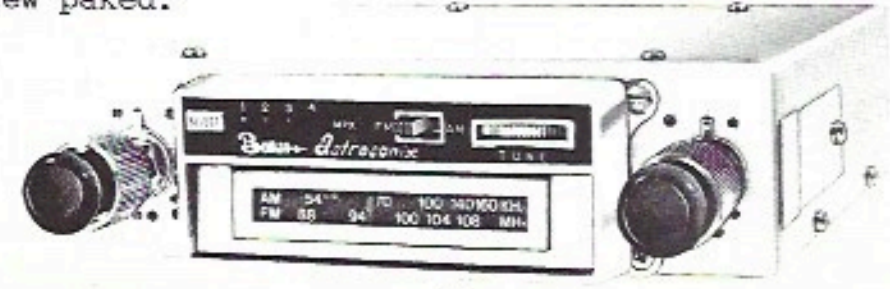
The sound's the thing - and Boman speakers are constructed to reproduce the maximum in True High Fidelity sound reproduction. Boman offers a selection of 15 speaker kits ranging from 2 to 10 watts, with ohms from 4 to 10 and are manufactured in a variety of styles, sizes and shapes to conform to any car in today's market. They are attractively displayed in colorful motif's, view-paked for customer motivation.

SK-70

SK-600: (2) 5-1/4" round, deluxe speakers with chrome grilles, view paked. 5 watts. 8 ohms, 3 oz. mag wt.

SK 690-V: (1) 6" x 9" super heavy duty speaker; black rectangular grille with chrome trim. 10 watts, 8 ohms. 12 oz. magnet.

SK-70: (2) 5" round deluxe wedge mount speakers. 5 watts, 8 ohms, 3 oz. mag. wt. View paked.



STEERING WHEEL

The Wood-Rim Steering Wheel combines elegance with maximum safety because of its unique design. The Wheel is designed so that in the event of an accident, the wood rim will remain in one piece and not splinter in the hands. The unique alloy, 3-spoke design will distort and absorb the major portion of the shock, assisting in the prevention of serious injury to the driver.

This Wheel is made in Italy. It is tempered duralumin in a one piece spoke pattern. The steel ring, riveted to the spoke ends, is fully enclosed in wood rim. Radially laminated for strength, the wood-rim is profiled and finger notched to better fit the hand. The light weight black or aluminum center bass is easy to mount on the steering column and is made for 1960-69 Corvairs.

This wheel is also available with a vinyl foam-filled ring or a leather ring.

Wood Rim.....Part No. P-101

Leather .....Part No. P-102

Vinyl .....Part No. P-103

Wide-rim aluminum wheels improve your road-holding; they cool your brakes; they save weight (ours are several pounds lighter than other steel wheels); and, of course, they look good.

But looks are a matter of personal taste, and some of our rivals make nice looking wheels.

So to give ourselves a bit of an edge we decided not only to make ours look good but to engineer them beautifully as well.

Each wheel has a safety ledge to stop a flat tire rolling off its rim. (This satisfies American and international safety rules.)

By increasing your rim width you improve your road-holding, which means you can corner harder and faster. So your wheels must be tough enough to cope with the extra strain.

The aluminum we've used for GT Wheels has been specially developed to stand up to high stress. It's strong and light, but not too brittle. (Some wheels are so brittle they'll crack if you give them a knock. But if you thump a GT Wheel against a curb it's more likely to bend than break.)

The aluminum we use has another advantage: it's ideal for low pressure die casting. We use this way of casting because it ensures a consistent density of metal throughout the wheel.

After they're cast we cook the wheels at a high temperature for up to twelve hours and then quench them in hot water. This makes them uniformly strong all over.

Then we check each wheel. And the method we use is called Ardrox testing.

We dip each wheel in a penetrant dye which is visible under ultra violet light. The dye soaks into the metal and lodges in any cracks or little faults called blow holes. We then wash off any dye which is on the outside and examine the wheel under ultra violet light. The dye shows up as a glow or a milky area or a bright spot.

While we're checking for the tell tale spots we also give the wheels a general look over. And if we find anything wrong we toss the wheel out. (Some makers cheerfully touch up cracks and blow holes.)

Next we start the finishing. We put the wheel on a center lathe and machine it from the inboard edge to the outboard edge. We also machine the outboard rim face, the bore, and the front and rear of the nave (that's the center bit of the wheel.) This machining polishes the wheel. And it also makes sure it's running true.

Then we drill the fixing holes, and the valve hole. (As the valve hole could weaken the rim we cast a collar round the hole to reinforce it.)

Next we fettle the metal. That is, we remove any burrs or other bits and pieces. (We pay as much attention to the back of the wheel as some firms do to their fronts.)

By now the only thing that would improve the wheels would be a coat of paint. So we give them two coats. A black etch primer to seal them. And a coat of enamel, stove enamelled to a rock-hard finish.

Finally there are the fixing nuts.

Your original nuts might not stand up to use with GT Wheels. So we supply our own. They're specially sleeved to beef them up. And then polished to give a bit of a sparkle. (We even supply a wrench to fit them.)

Add the chromed plastic hub caps and in our biased opinion the wheels look great.

But as we said looks are a matter personal taste.

If you're undecided between ours and somebody else's we suggest you take a good look at theirs. Run your hand over them. And then feel one of ours.

It should help you make up your mind.

GT Wheel 14" x 6" 5 Bolt Hole..... Part No. 143

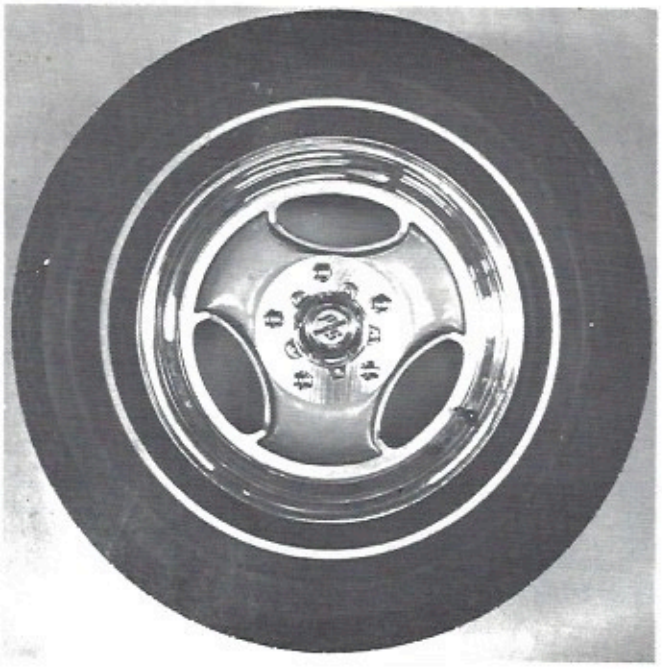
INTRODUCING A NEW AND EXCITING CONCEPT IN THE WORLD OF WHEELS! The bold futuristic styling and striking appearance is incomparable. Our Tri-Spoke Mag is offered in three distinctive finishes: Gold, Black and Satin. This is the one and only wheel designed for individual creativity. You can achieve an entirely unique look with each vehicle.

The finned ovals, blending into a triangular design formed of an aluminum alloy, churn the air and draw it through the wheel and around the brake assembly, increasing the life of the brakes by as much as 25%. In addition, the aluminum alloy dissipates heat 175% more rapidly than steel!

* No special tire-changing equipment needed.

* Standard wheel weights can be used.

* No clearance problems in domestic and foreign sizes.



Solar-Autos' new Tri-Spoke Chrome Mag series offers many advantages over factory stock wheels. In efficiency the Tri-Spoke design gives maximum triangular strength with light weight high test aircraft A-356 aluminum alloy. The Tri-Spoke designed center permits our Chrome Mag to fit on every popular, domestic and foreign car bolt pattern manufactured today.

The chrome steel center plate gives the Tri-Spoke aluminum wheel true durability by actually sandwiching the aluminum alloy center between the axle hub and the steel center plate.

Both drum and disc systems operate with maximum efficiency using our Tri-Spoke Mag wheel. The fins in the Tri-Spoke design create and generate cooling air flow when in motion directly to the high friction areas of the brake system.

The triangular fin design, incorporated with the use of aluminum alloy, acts as an independent cooling system for each wheel. Due to the excellent heat dissipating characteristics of aluminum, approximately 175% greater efficiency in thermal conductivity is achieved when compared to steel.

The thermal conductivity of carbon steel is 0.13 C.G.S.; the thermal conductivity of A-356 aluminum is 0.35 C.G.S.

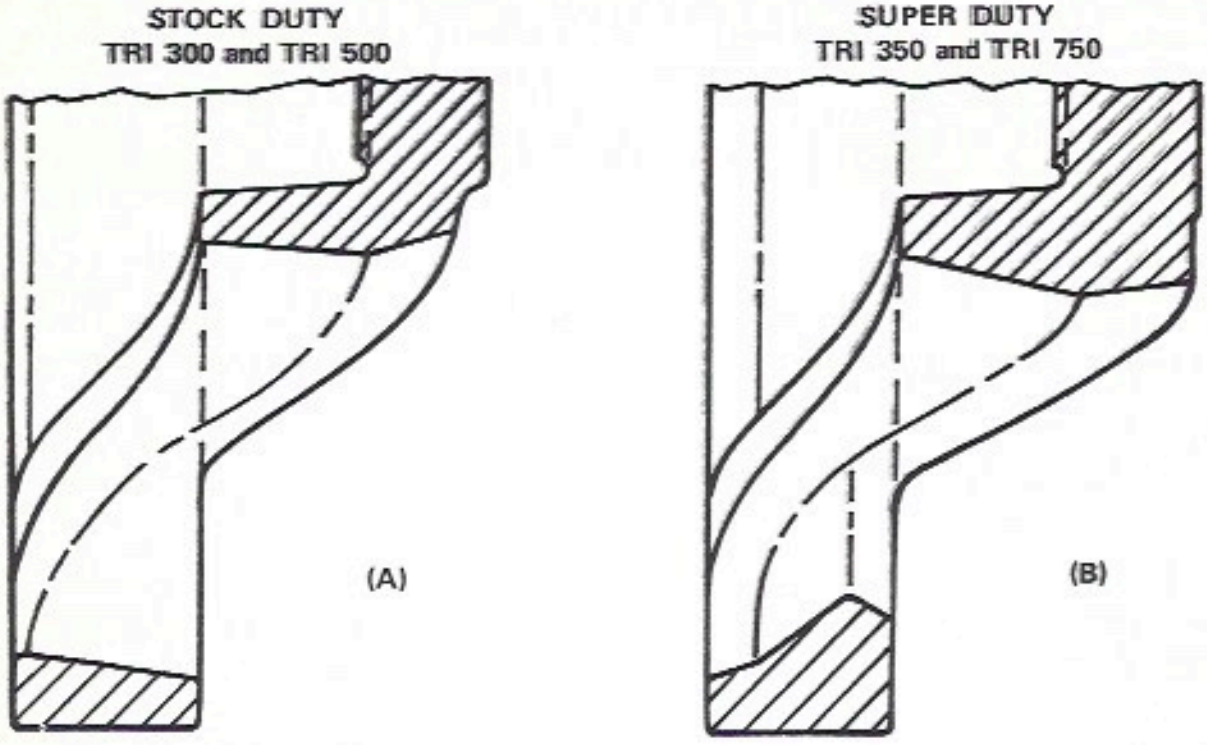
.....

AVAILABLE IN THREE CENTER FINISHES (SPECIFY):
BLACK, GOLD AND SATIN (SPECIAL COLORS MAY BE ORDERED IF A DU PONT PAINT IS SUPPLIED-PLEASE CALL FOR INFORMATION).

*MOST BOLT PATTERNS ARE AVAILABLE UP TO 5 ½" DIA.
*SPECIAL OFF SETS ARE AVAILABLE-PLEASE CALL FOR INFORMATION.

MODEL	SIZE	WHEEL CENTER - OFFSET	
TRI 300	13x5-½	STANDARD, SHALLOW	1/4" -
TRI 300	13x5-½	STANDARD	3/4"
TRI 300	13x5-½	REVERSE, DEEP	1-3/4"
TRI 350	13x8	REVERSE, DEEP	1"
TRI 500	14x6	STANDARD, SHALLOW	1/4" -
TRI 500	14x6	STANDARD	7/8"
TRI 500	14x6	REVERSE, DEEP	2-5/8"
TRI 500	14x7	STANDARD	3/8"
TRI 500	14x7	STANDARD, DEEP	1-3/8"
TRI 500	14x7	REVERSE, DEEP	2-1/8"
TRI 750	14x8	REVERSE, DEEP	1"

WHEN ORDERING: SPECIFY CAR MAKE (OR BOLT PATTERN), Corvair (4 or 5 bolt) Vega, Pinto
FINISH OF WHEEL, CENTER-OFFSET AND SIZE.



(A) is a center line sectional view through one opening of the Tri-Spoke stock duty aluminum alloy center used in our Tri-Spoke 300 and 500 Chrome Mag Wheels and has endured testing successfully at loads in excess of new car wheel specifications. This wheel also meets SEMA specifications, with a notable overload safety margin.

(B) is a center line sectional view through one opening of the Tri-Spoke super duty aluminum alloy center used in our Tri-Spoke 350 and 750 Chrome Mag Wheels. These centers are approximately 40% heavier than our 300 and 500 centers.

The bolt pattern area is thicker; there is a reinforcing web on the back side of the center, which strengthens the bolt pattern area and inner spoke. The entire spoke has more metal thickness and beams between the three spokes are thicker.

To the best of our knowledge, Solar-Auto is the only specialaty wheel manufacturer building a standard and an extra heavy duty center for extra wide wheels.

ALLOY ROAD WHEELS

6 x 14
(5 Stud)

Big, bold and beautiful in die cast aluminum alloy (LM 25). Designed for performance and peerless good looks.

Part No. 159 .... 14"x6 " only

MATERIAL

Aluminum Alloy L.M.25 heat treated to condition W.

CORROSION RESISTANCE

Excellent under all conditions. If scratched L.M.25 grows an insoluble and almost impervious oxide skin which protects the metal from further corrosion.

BOLT HOLES

Have serrated steel inserts for strength and durability.

COOLING

All wheels are well vented and have thermal efficiency, giving increased brake cooling and greatly reducing the possibility of brake fade.

STRENGTH

Due to the high Proof stress and ultimate Tensile figures of L.M.25, Aluminum is stronger, thickness for thickness than Magnesium, and also much stronger than the steel wheel it replaces.

LIGHTNESS

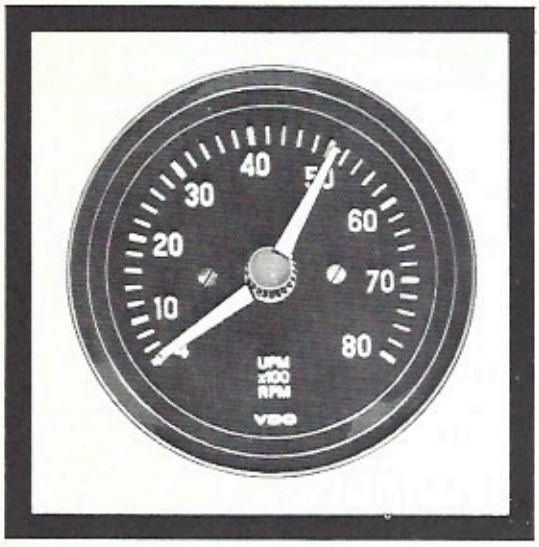
Aluminum is more rigid than magnesium in the ratio of 10.3 : 6.5 and can therefore be of thinner section. It has exceptionally high strength to weight ratio.

TESTS

All designs are subjected to the most exacting independent laboratory tests and extended road tests. These tests are far in excess of any likely service conditions including rallying and racing.

FITTING

Standard Wheel Studs and Nuts can be used, Chrome Dome Nuts can be supplied as optional equipment. The Wheels allow the fitting of Standard and Oversize Tyres in most cases. We recommend the fitting of Inner Tubes for high performance and competition cars, or when non-standard conditions exist.



Tachometer, with Shift Pointer

The racing world has been responsible for countless refinements in the performance and construction of cars. VDO Instruments has teamed the latest developments in racing with its own stylish flair for quality, luxury, and convenience to bring you the COCKPIT series.

Although the COCKPIT unit at first looks like expensive black leather, itis actually much better. Made of rubber-like plastic throughout, it is sturdy but will bend if necessary. There are no edges or sharp carners because the instruments themselves are surrounded by thick padding.

Even the instruments are beautifully finished. The glass and the dull black dial face and bezel are glare free, so there will be no more sudden dangerous piercing blindness from the sun.

All gauges are made to fit anywhere in the COCKPIT bracket. The instruments slip snugly into specially designed openings - the same way a plug slips into an electric coffee pot! No complicated mountings with screws and nuts for COCKPIT. However, if desired, all units may be placed in your instrument panel. On the inside, these instruments uphold the VDO reputation for accuracy; for they operate on the electric coil system, not the thermal type. They are even equipped with light bulbs and sockets, so that you receive uniform inside illumination, individually. And the price is moderate - so what more could you ask for?

2 3/8" - 6,000 RPM Part No.V-33201 2 3/8" - 8,000 RPM Part No.V-33202

Wiring Kit V-2425

Completely new movement which allows using one unit within these engine specifications:

6 Volt or 12 Volt, 2 cycles or 4 cycles,
1,2,4,6,8, cylinders
positive or negative ground

without any adapters or monitors. Will work on many transistorized ignition systems without alteration. The Standard unit comes with a U-bracket for in-dashboard mounting. Optional top-of-dash or steering column mounting available.

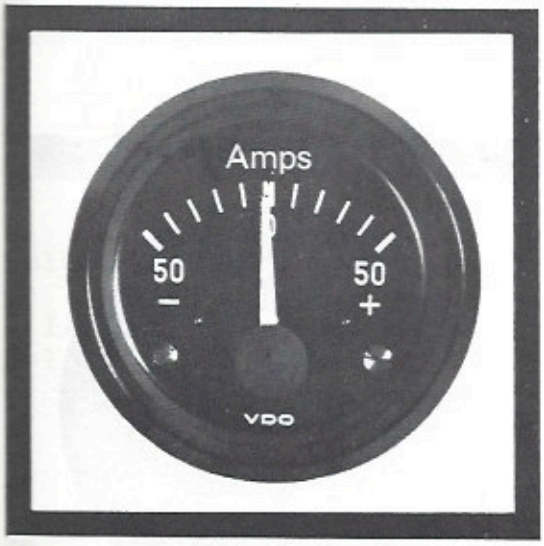
Vacuum Gauge

2 1/16" - 30-0 Part No. V-1540
Complete with installation kit

Speedometer

3 1/8"-120 MPH 5/8" thread
Part No. V-1213

Specify ration by either giving name, year, and model of present car or by speedometer part number on imported cars if available. Should car have been involved in any structural changes, ask for "Ratio Test Form." Available for flush in-dash-board mounting; optional metal bracket for under dashboard installation available at nominal cost.



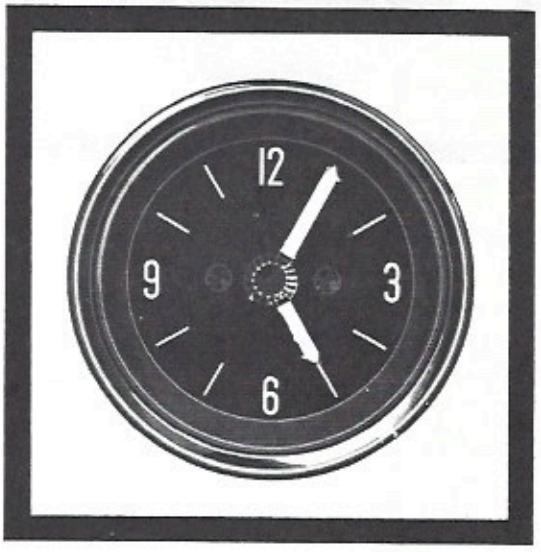
Ammeter

2 1/16"-30 AMP Part No. V-1930
2 1/16"-50 AMP Part No. V-1931

Wiring Kit V-2421

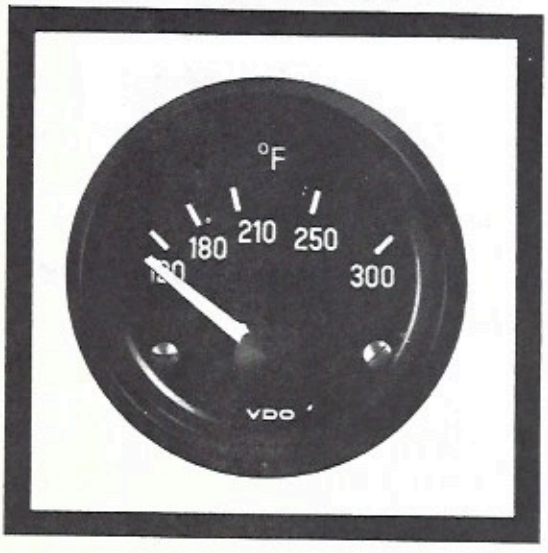
Electric Pressure Gauge

2 1/16"-70 lbs. 6 Volt-Part No. V-3542
2 1/16"-70 lbs. 12 Volt-Part No. V-3540
2 1/16"150 lbs. 12 Volt-Part No. V-3541
Front engine wiring kit V-2422
Rear Engine wiring kit V-2423



Electric Clock

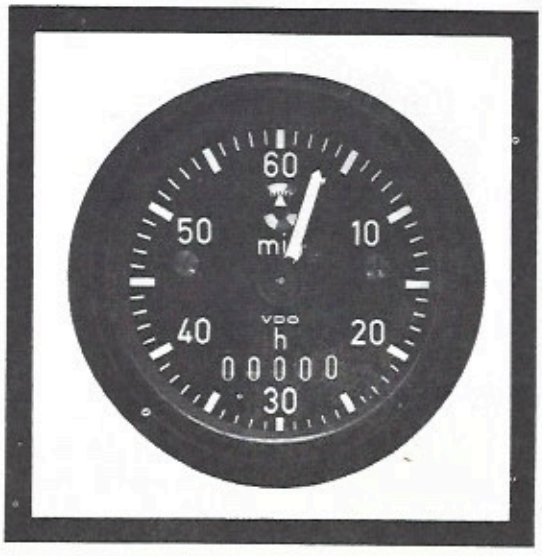
2-1/16" - 6 and 12 Volt
Part No. V-3719
Wiring Kit V-2424



Electric Temperature Gauge

2 1/16"-300°F 6 Volt-Part No. V-3113
2 1/16"-300° F 12 Volt-Part No. V-3112

Front engine wiring kit V-2422
Rear engine wiring kit V-2423

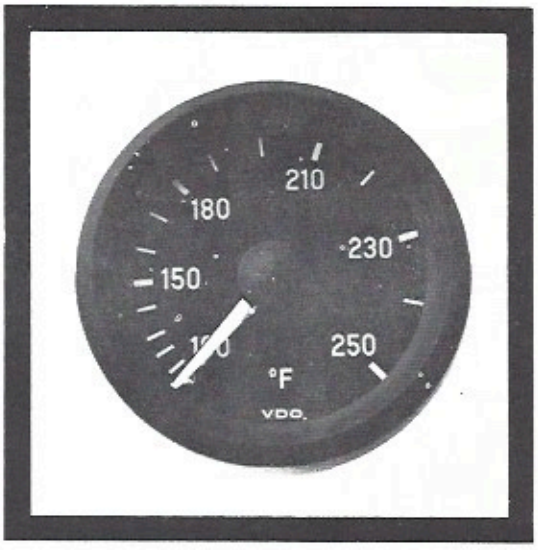


Engine Hour Meter

2 3/8"- 6 Volt-Part No. V-3810
2 3/8"-12 Volt-Part No. V-3811
2 3/8"-24 Volt-Part No. V-3812

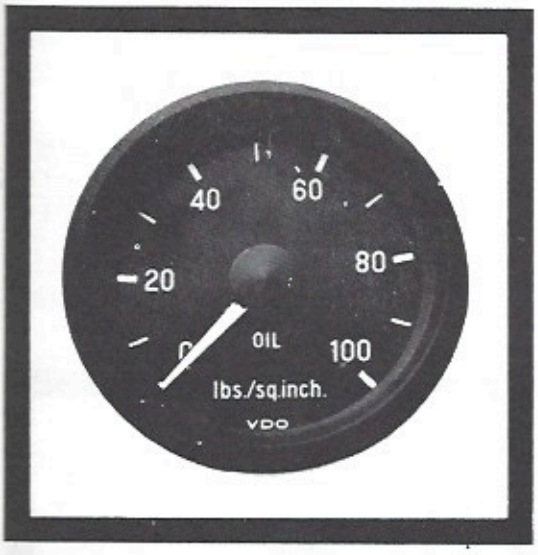
Fuel Gauge

2 1/16" - 6 Volt Part No. V-3016
2 1/16" - 12 Volt Part No. V-3015



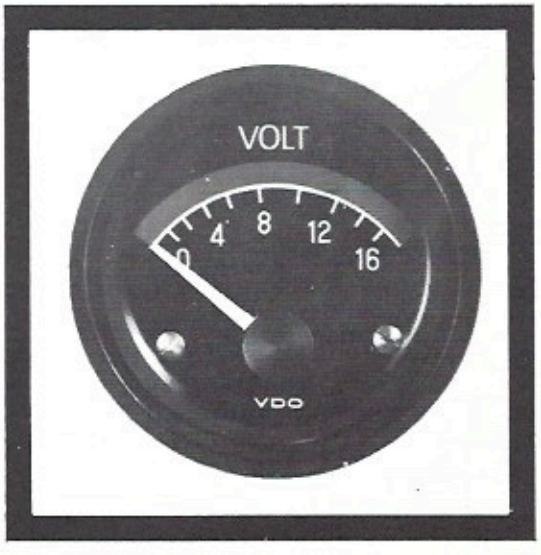
Mechanical Temperature Gauge
2 1/16"-250°F Part No. V-1830

tubing 60" long/please order adapter



Mechanical Pressure Gauge

2 1/16"-100 lbs. Part No. V-1530
2 1/16"- 30 lbs. Part No. V-1531



Voltmeter

2 1/16"- 6 Volt Part No. V-1940
2 1/16"-12 Volt Part No. V-1941

Wiring Kit V-2424

Mini-Cockpit

A completely new instrument. The unit contains an electric temperature gauge, a voltmeter and an electric pressure gauge, either 70 lbs. or 150 lbs. Sorry, no other gauges are available.

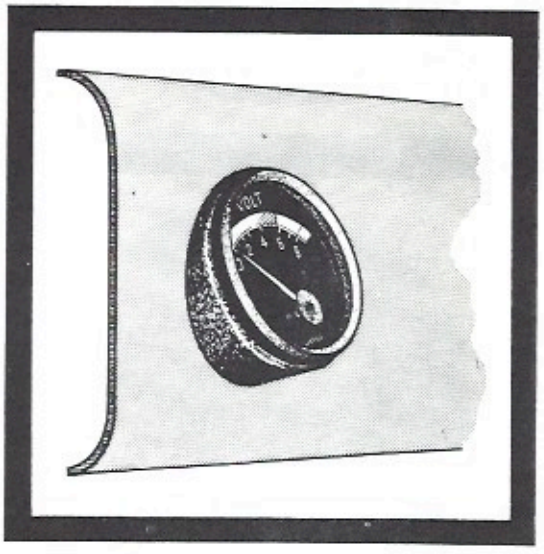
The Mini-Cockpit can be mounted either on top of the dashboard or underneath. The conversion can easily be made by the owner. The new VDO steering column mounting bracket permits a third mounting possibility.

Small size - 6" wide, 3½" high and 3" deep, including swivel base.

Mini-Cockpit up to 70 lbs.
Part No. V-1180

Mini-Cockpit up to 150 lbs.
Part No. V-1181

The gauges will fit any car, but the temperature and pressure sending units have to be ordered seperately, to fit your car.



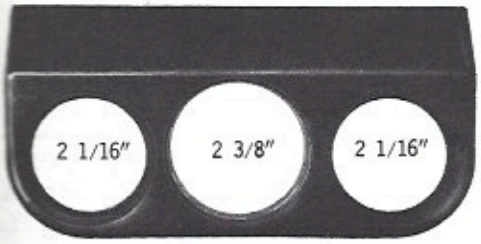
Dimming Ring

Black rubber ring permits installation of any 2 1/16" gauge at a 20° angle to simulate custom installation. Reverse mounting will shield gauge against sunlight for easier reading. Set of 2

Part No. V-2405

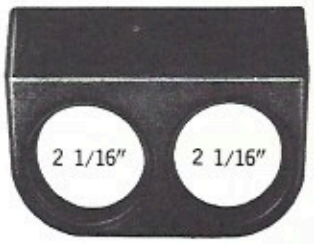
Brackets and Mounting Accessories

Part No. V-2401

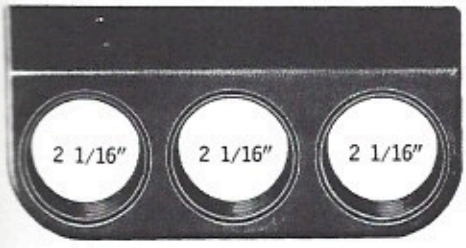


Part No. V-2402

Part No. V-2403



Part No. V-2404



Rubber-like plastic brackets are reversible and permit various versions of top-of dash, under-dash, power train tunnel, console or any other way if installing.

Mounting Cup

Available in three sizes to fit all Cockpit Tachometers and gauges. Allows mounting on top of or underneath the dashboard as well as on the steering column. Complete with adjustable metal strap and hardware. Black wrinkle finish.

for 2 1/16" Gauges cup depth 2 3/4"
Part No. V-2406

for 2 3/8" Tachometer cup depth 4½"
Part No. V-2407

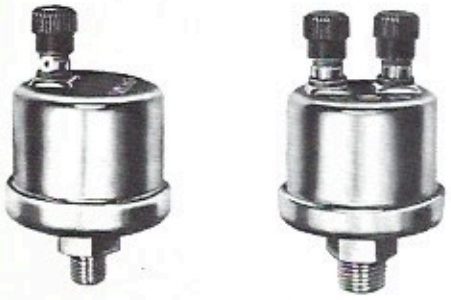
for 3 1/8" Tachometer cup depth 3½"
Part No. V-2408

Tire Pressure Gauge

Calibrated in lbs/sq. inch and kp/cm^2. Pressure holding feature. In container. Suitable for all cars, trucks and motorcycles.

Part No. V-1550

Sending Units



PRESSURE SENDERS

	To Operate Gauge Only		To Operate gauge and Warning Light	
M 10x1 K	3601	3615	3606	3623
M 12x1			3622	
M 12x1.5	3602	3616	3607	3624
M 14x1.5	3627		3628	
1/8"-27 NPTF	3603	3604	3609	3625
1/4"-18 NPTF	3605	3621	3619	3626

Tank Floating Unit

Can be adjusted to fit tank depths from 6" to 23"

Part No. V-2201

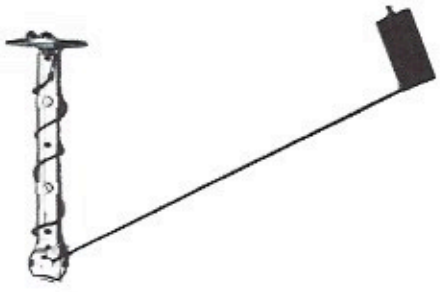
Installation requires tank mounting kit.

Part No. V-2251

Special VW unit (for gauges, Part No. V-3020 or V-3021, only)

Part No. V-2212

TANK FLOATING UNIT



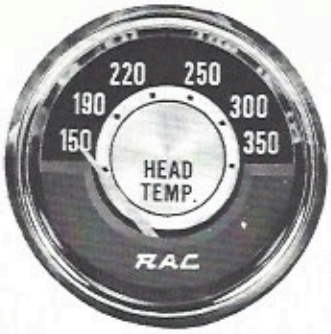
TEMPERATURE SENDERS

Temperature Senders

	Senders for Electric Gauge Only	Adapter for Mech. Gauge
Waterhose	3276	1850
M 14x1.5	3255	1851
M 16x1.5	3256	1852
M 16x1.5	3264	1853
1/8"-27 NPTF	3257	1860
1/4"-18 NPTF	3258	1862
3/8"-18 NPTF	3259	
1/2"-14 NPTF	3260	1859
5/8"-18 NPTF	3261	1856
Special Models		
Dipstick	3281	
Dipstick	3252	
*Oil Drain Plug		
M 18 x 1.5	3269	Spec. Peugeot
M 20 x 1.5	3274	
M 22 x 1.5	3266	
M 26 x 1.5	3268	

All senders operate on 6, 12, or 24 volt electric systems. (Gauges have to be ordered exactly to your voltage requirements.) Some British cars use positive ground systems. Specify clearly "positive ground" with order.

Additional thread sizes are available upon special request. Inquire - with details - for further information.



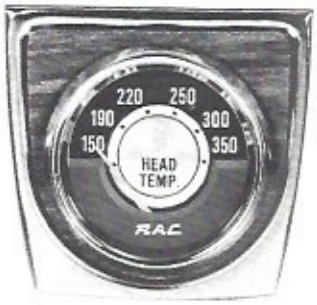
CUSTOM ELECTRONIC HEAD TEMPERATURE GAUGE

THE HEAD TEMPERATURE GAUGE - Designed for quick, simple installation on Chevrolet Corvair (3/8" 24 threads) Warns of overheating before it's too late. Protects against stalling and vapor lock; Helps avoid possible engine damage caused by loose or defective blower drive belt, obstructed air induction ducts, imporper air-fuel ratio, low or contaminated oil, defective air vanes, control or linkage, overloaded engine.

SPECIFICATIONS - Custom styled; 150° - 350° F. range; Electronically operated; For all 12 volt electrical systems; Can be mounted in any location, near or far from temperature source; Supplied with temperature sender; 2" diameter case.

SINGLE GAUGE - Illumination slotted; Mounting bracket, connecting hardware and installation instructions included.

ILLUMINATED GAUGE IN CHROME PANEL WITH INLAY - Mounting, connecting and illumination hardware, color inlay and installation instructions included; Walnut grain inlay applied to the chrome panel. Additional black leatherette inlay included in package.



VEGA

VEGA

FRONT AND REAR SPOILERS

FROM BORT PERFORMANCE PRODUCTS OF DETROIT

PART #	DESCRIPTION	SUGGESTED LIST
1101	Full Width Trans-Am Front Spoiler (All Vegas)	31.50
1102	Z-28 Style Rear Spoiler ("Hatchback" Coupe Only)	49.95

Both front and rear spoilers are high impact thermoformed units in satin black automotive plastic (not fiberglass or "pebblegrain-wrinkle finish"); look "factory." Also easy to paint with a spray can if you wish to match your car color or add racing stripes.

All kits are complete with illustrated instruction sheets and necessary hardware.

VEGA SPORTS STRIPING KITS

VEGA SPORTS STRIPING KITS

Accentuate the real beauty of the Vega with these bold, new sports-style striping kits. These smart new stripes are almost 5" wide and feature the unique graduated separation effect on the rear quarter panel. They will fit any model Vega, whether it be Hatchback, 2 Door, Station Wagon or Panel Wagon. They are available in either black or white, and are produced from the finest vinyl material and feature the ever popular "matte finish." The stripes come complete with application paper for ease of installation and a nylon application squeegge with complete step-by-step application instructions. They are easily installed and will quickly give the Vega that sporty, race-ready appearance.

Part No. 7140 .....White Stripe Kit
Part No. 7141 .....Black Stripe Kit

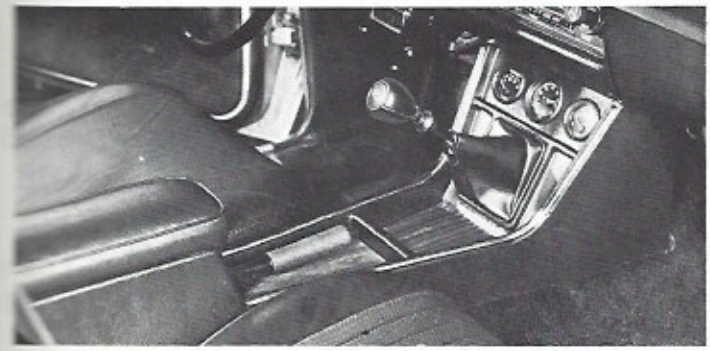
RACING HOOD STRIPES

These stripes are fabricated from the same material and colors as the Side Stripe Kits and have been carefully and artistically designed to coordinate with these kits. They are impressive by themselves, and are even more effective applied with the side stripes. They are quickly installed and truly accentuate and improve the appearance of the Vega front end. Complete with application squeegee and step-by-step application instructions.

RACING HOOD STRIPES

Part No. 7145 .....White Hood Stripe Kit
Part No. 7146 .....Black Hood Stripe Kit

VEGA CONSOLE AND LEATHER SHIFT KNOB

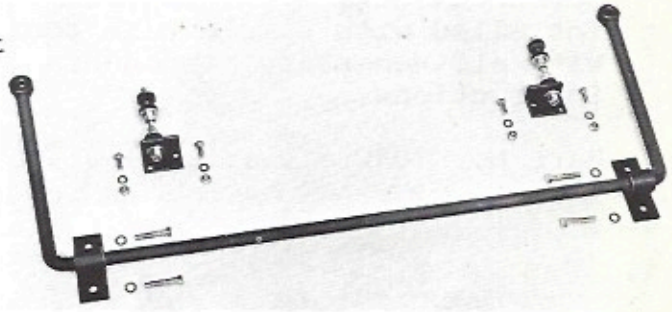


Give the interior of your Vega a sports car appearance with this beautifully styled center console, formed from heavy ABS leather-grained material featuring a hinged arm rest forming a map compartment, and a wood grained instrument area. The edges are trimmed with chrome vinyl trim for interior accent. This model is outstanding in the 4-Speed version, as the shift lever projects through the console in an almost horizontal position. Console complete with installation instructions and hardware (without instruments). #7730 - Black vinyl shift knob with porcelanized Vega emblem shown.

Part No. 7530 .....4 Speed Console
Part No. 7730 .....Black Vinyl shift knob

FRONT STABILIZER BAR

For the Vega performance buff, here is a front stabilizar bar that gives the high speed and rally type handling that everyone desires. Fabricated from a Special Fatigue-Resistant steel, the bar is 3/4" in diameter and features quality hardware throughout for precise control of torsional forces. The bar itself mounts on the frame by utilizing existing drilled and tapped holes, while the bar link ends are mounted to the A-Frames by drilling a total of four small holes. Installs in 15 minutes with a drill and simple hand tools.



FRONT STABILIZER BAR

Part No. 5030 .....

REAR STABILIZER BAR

REAR STABILIZER BAR

A great addition when your Vega is equipted with the front stabilizer bar. This bar gives superior handling characteristics. The bar is 3/4" in diameter and is easily attached to the lower control arms with four bolts. No linkage is required. It can be installed in ten minutes with simple hand tools and only four small holes need to be drilled.

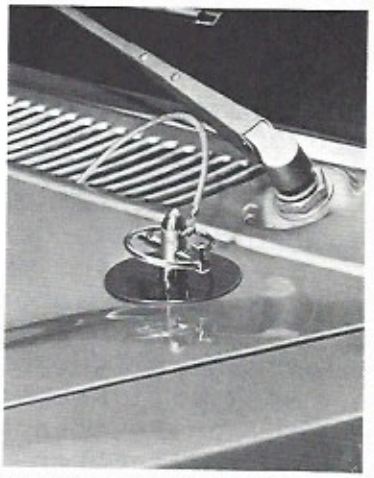
Part No. 5040 .....

ALUMINUM SLOTTED SPOKE WHEEL

These wheels are a must to improve the appearance of the Vega and are the much sought after slotted spoke design. Famous throughout America. These 5½" wide by 13" rim wheels are designed to mount the A-70 x 13 tire, but will accommodate even larger tires such as the D-70 x 13 with more than adequate wheel well clearnnce. Complete with lug nuts, washers, caps and emblem.

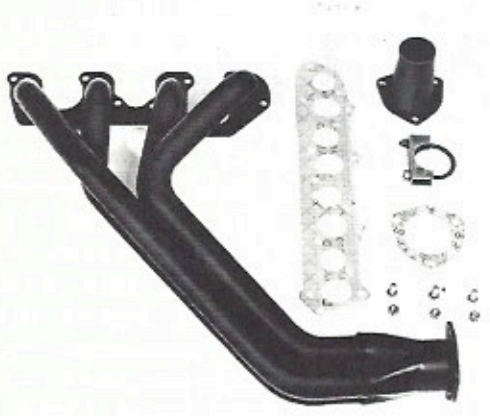
Part No. 8030 .....

NASCAR HOOD PIN SETS



Are not to be confused with some of the lesser versions on the market. These have full ½" diameter studs, and quality vinyl coated aircraft cable lanyards. Discs are supplied with self-adheasive backing for permanent attachment to the hood. Easily installed with simple hand tools, complete with all necessary components and detailed instructions.

Part No. 7030 .....



HIGH PERFORMANCE HEADER SYSTEM

This easily installed header will give the Vega a surprising increase in power. This header features 1½" dia. tubing with approximately 26" long primary pipes, discharging into a short 4" long collector. It comes painted with black heat-resistant enamel and the kit includes gasket, flanged reducer, clamp and special header bolts. This header features bolt-on installation and the only tool needed, other than wrenches, is a hacksaw to cut the existing tail pipe so that it may be clamped into the flanged reducer. Complete with step-by-step installation instructions and all necessary hardware.

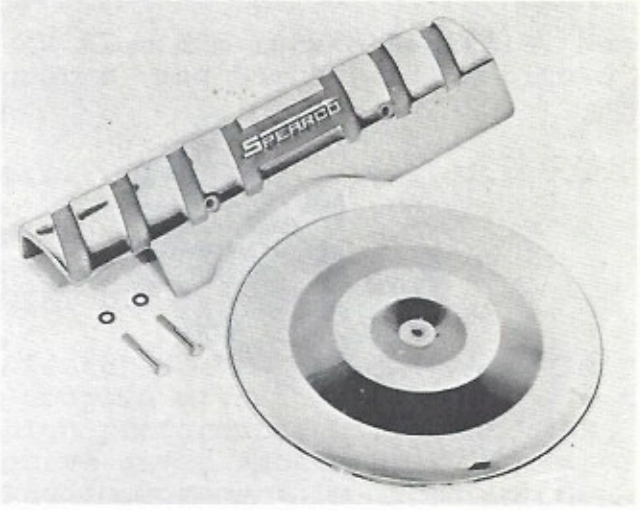
Part No. 3030 .....

GLASS PACK EXHAUST SYSTEM

This is an improved exhaust system for the Vega that features large rectangular chrome tips that discharge below the center of the trunk just under the bumper. A 26" long transversely-mounted, glass pack muffler is used and the whole unit can be assembled and installed by drilling only one hole and changing four bolts. It can be installed in 10 minutes and gives a resonant, deep-throated sound in the low speed range and a pleasant, powerful, purring sound at high speeds. It connects on the existing Vega tail pipe, and installation is extremely simple with complete instructions and it is applicable to all Vega models.

Part No. 3035 .....

POLISHED ALUMINUM VALVE COVER



Dress up your Vega engine with this new quick, easily, installed valve cover. Case from virgin aluminum alloy and polished to a high luster, installation of this part does not necessitate the removal of the existing valve cover, but acts as a "cap" held in place by two bolts. Installation does not interfere with any of the "existing emission equipment or other engine devices. An additional benefit of this cover is that it partially obscures the top of the right side of the engine thereby dressing up this rather plain and unattractive side of the Vega engine. The Valve Cover comes complete with mounting bolts and complete instructions.

Part No. 2030 .....

CHROME PLATED AIR CLEANER LID

This attractively plated air cleaner top has been carefully designed to fit over the existing Vega air cleaner and is held in place with the existing bolt. Simple to install, this lid is designed so that it is supported around the perimeter of the air cleaner, thereby eliminating rattles and vibrations. An ideal engine dress-up item alone, but even more desireable when used with the 2030 Vega Valve Cover.

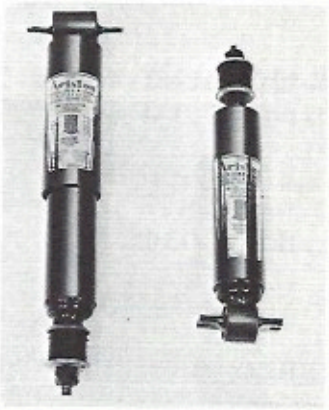
Part No. 2631 .....

12½" DIAMETER AIR CLEANER ASSEMBLY

This air cleaner is designed for use with the 4V Aluminum Intake Manifold (Part #4030) and the Holley 4 Barrel Carburetor (Part #4510). The air cleaner element is of the high capacity, washable type, requiring very little service. The base of the unit has provisions for connecting PCV valves and vapor recovery equipment. It can be used with the 2030 Valve Cover without interference.

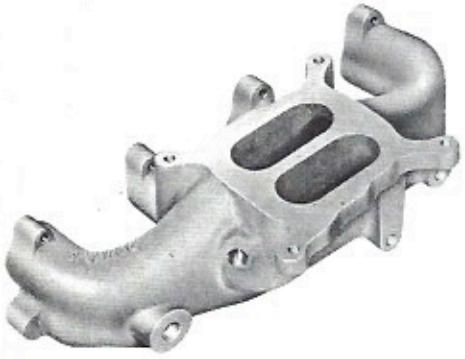
Part No. 2630 .....

COMPETITION ADJUSTABLE SHOCK ABSORBERS



These are rugged shocks with the correct valving and heavy-duty construction for precise chassis camping under heavy-duty rally and race conditions. Ariston shocks have been manufactured in Europe for many years and are widely accepted and sought after in Europe. Excellent results are obtained with these shocks on the Vega.

Part No. 5530 .....Front
Part No. 5531 .....Rear



EQUA-RUNNER 4V ALUMINUM INTAKE MANIFOLD

This basic intake manifold concept was designed for use on the 2 Litre Pinto engine. As a result of the outstanding performance obtained with this type of manifold, the decision was made to create a similar type of manifold for the Vega engine. The results with this manifold on the Vega have been even more impressive than on the Pinto. This design yields crisp, low-speed response, excellent mid-range performance, and maximum power output in the upper rpm ranges. This manifold is designed toallow the carburetor to feed alternately from one primary venturi to the other every 180° of crankshaft travel. The two outside cylinders and the two inside cylinders feed off separate sides of the carburetor, creating the effect of two separate two-stage carburetors. In operation, equal runner length is achieved by this design. The manifold comes complete with detailed installation instructions and all hardware.

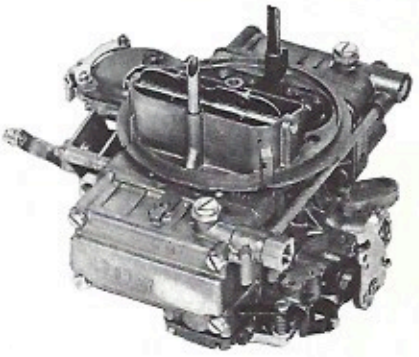
Part No. 4030 .....

COMPLETE MANIFOLD INSTALLATION KIT

Contains all necessary linkage, gaskets, clamps and miscellaneous hardware for installing the Manifold and Holley Carburetor. This kit is a real time saver as it simplities the linkage problem.

Part No. 4631 .....

VEGA HIGH PERFORMANCE HOLLEY CARBURETOR
(Recommended for use with 4030 Intake Manifold)



This Holley 4 Barrel Carburetor features special calibration and orifice sizing, along with a special reverse power valve, to give the proper response on a four cylinder engine. Special float hardward is provided to cope with the high speed vibration inherent in four cylinder engines. Vacuum operated secondaries are timed to open at approximately 4000 rpm to provide an ever-increasing volume of fuel-air mixture to increase high rpm performance. This specially calibrated 390 cfm capcaity carburetor, equipped with manual choke, when used on the 4030 manifold, gives the ultimate in performance throughout the full rpm range.

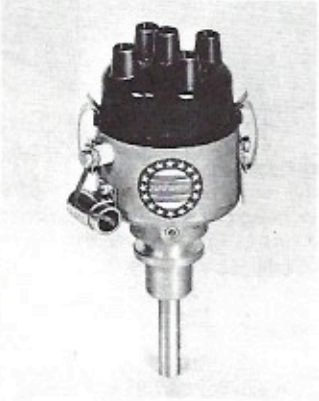
Part No. 4510 .....

COMPLETE VEGA INDUCTION KIT

Complete with number 4030 Equa-Runner 4V Aluminum Intake Manifold, Number 4510 High Performance Holley Carburetor, and Number 4631 Manifold Installation Kit.

Part No. 4830 .....

DUAL POINT DISTRIBUTOR



This distributor features the traditional Mallory electric quality coupled with the advance curve for drag racing and high performance driving. This special advance curve gives substantial increases in power and marked improvement in operation throughout the rpm range.

Part No. 6030 .....Dual Point Distributor

Part No. 6031 .....Points-Sets for above

Part No. 6032 .....Condensor for above

Part No. 6033 .....Distributor Cap for above

Part No. 6034 .....Rotor for above

Now Available !! Turbocharger Kits for

PINTO - VEGA - CAPRI

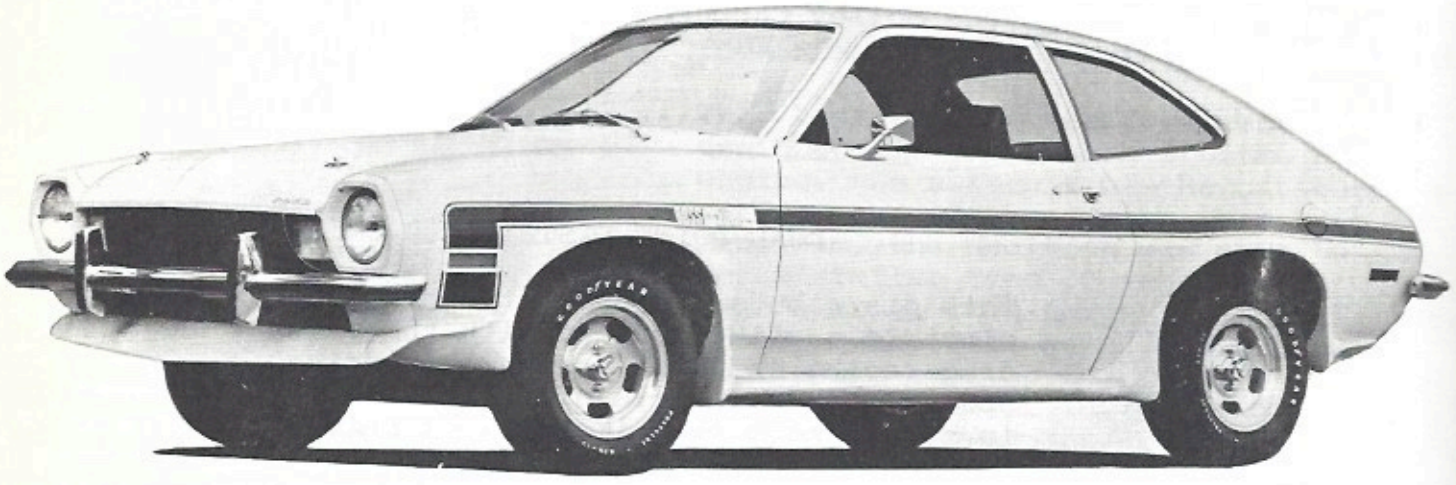
. . . . the Quick Clean Machines

SPECIAL NOTE:

Vega 4 speed kit available March 1, 1972. Automatic kit scheduled for March 15, 1972. Package is totally contained under stock hood, does not require sheet metal changes.

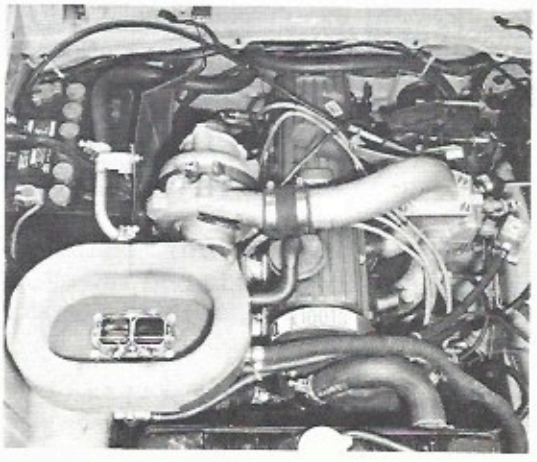
System allows for retention of stock 2 BBL carburetor and air cleaner. Installation time 5-6 hours.

The 15 second sub-compact car is here and you don't have to "get inside" your engine. Minor modifications will put you in the 14's.



YOUR FIRST DRIVE IN A TURBOCHARGED CAR COULD BE YOUR FIRST CAR-FUN IN YEARS

Here it is . . . the greatest thing that has happened to driving since the V8! Add our turbocharger to your stock Pinto, Vega or Capri and you have a super-fun mini-sports-car! The kit is easily installed in 6 to 8 hours with hand tools, retains all the government-required emission control hardware, yet gives your car twice the normal horsepower to the road. Imagine being able to keep up with the V8's having more than four times your displacement – while retaining your good gas mileage. Now you can have safer highway driving, with reduced passing exposure time and safe merging with expressway speed traffic. This kit makes the Pinto, Vega and Capri the first really fun cars in years – and for a price you can afford.



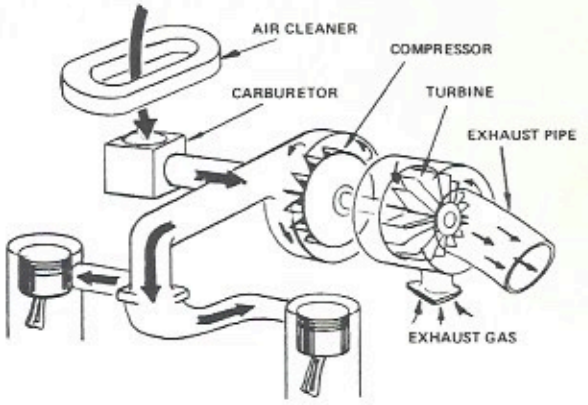
Turbocharger Kits for

PINTO - VEGA - CAPRI

HOW DOES IT WORK?

Engine exhaust gasses which normally pass through the exhaust pipe are routed instead into the turbocharger, through a specially-cast exhaust manifold. The exhaust gasses drive the primary side of the turbine – at speeds up to 100,000 RPM – and are routed back into the exhaust system. A shaft connects the primary side of the turbine to the secondary or compressor turbine which draws fuel and air from the carburetor, compresses it, and on driver demand, forces it under pressure into the stock intake manifold and into the cylinders.

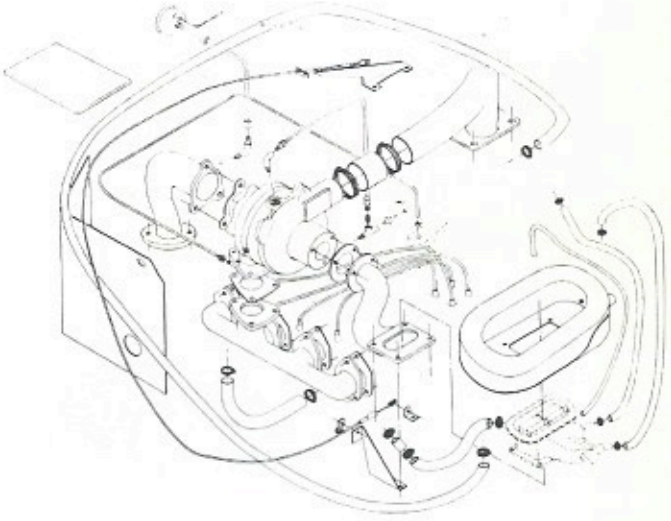
The amount of boost (pressure) is determined by the speed of the turbocharger and the amount of the throttle opening. With full throttle, the boost begins to rise at about 2300 RPM and reaches nine PSI at somewhere around 4500 RPM, depending on engine load. The maximum output of the turbocharger unit is carefully regulated to help maximize engine life. Lubrication is provided by tapping into the engine oiling system and oil is returned from the unit into the engine oil pan.



WHAT IS INCLUDED IN THE KIT?

Each Turbocharger Kit includes all parts and instructions necessary for complete installation. No special parts must be purchased in addition to normal kit components.

The spoiler, stripe and wheel and rocker panel treatment shown on the illustration are not included in the Turbocharger Kit. Write Car Corporation for further information on all appearance items.



WHAT ABOUT FEDERAL EMISSION REGULATIONS?

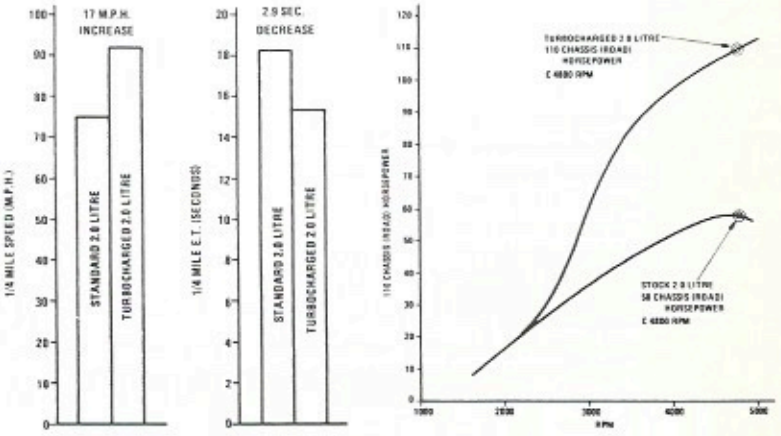
The CAR Corporation Turbocharger Kit retains all emission control hardware originally supplied with the engine from the factory. Government certification testing is planned for this and future units so that customers may be able to purchase increased performance . . . and equipment that is proved ecologically clean.

KEEP THESE POINTS IN MIND . . .

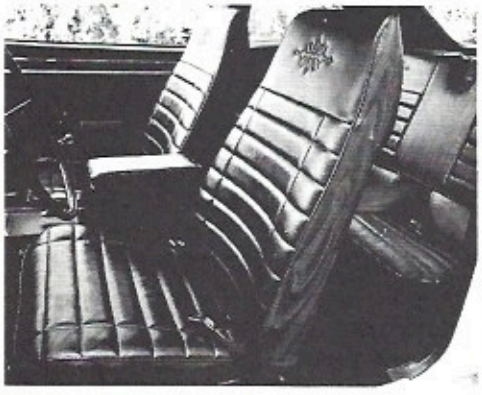
A vehicle equipped with a Turbocharger Kit is

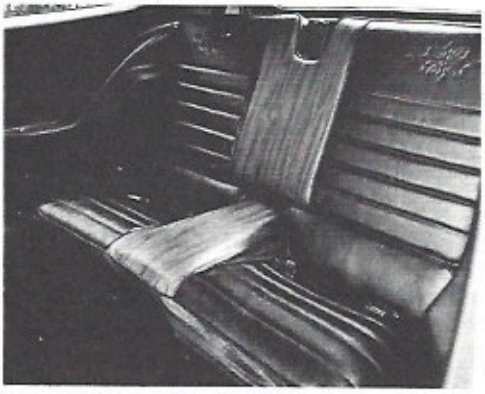
- INSURABLE
- ECONOMICAL
- QUICK

Kit Number	Description
P-26-KS	Pinto 4 speed transmission
P-26-KA	Pinto automatic transmission
C-27-KS	Capri 4 speed transmission
V-27-KS	Vega 4 speed transmission
V-27-KA	Vega automatic transmission



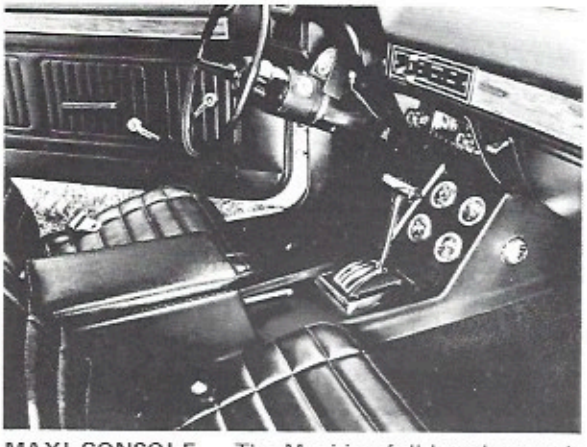
CUSTOM STYLED INTERIOR TRIM & ACCESSORIES PINTO – VEGA





WOODGRAIN INTERIOR TRIM – Give your Pinto the "squire" look with the installation of the woodgrain accented seat trim. Slip the custom-tailored woodgrain seat covers over the existing seats, "ring" the material in place and you have an exciting new look.

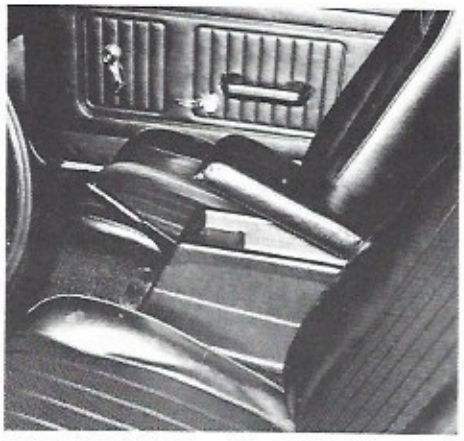
Part No. P-SWST



MAXI CONSOLE – The Maxi is a full length console of soft-textured ABS plastic with a matte black finish. Forward console area is designed for personal instrumentation or tape deck installation. Ash tray and map compartment included.

Part No. P-DC-B (Pinto)
V-DC-B (Vega)

Add door and dash applique (Part No. PDDA) as seen in this illustration for that added touch of distinction. (Pinto Only)

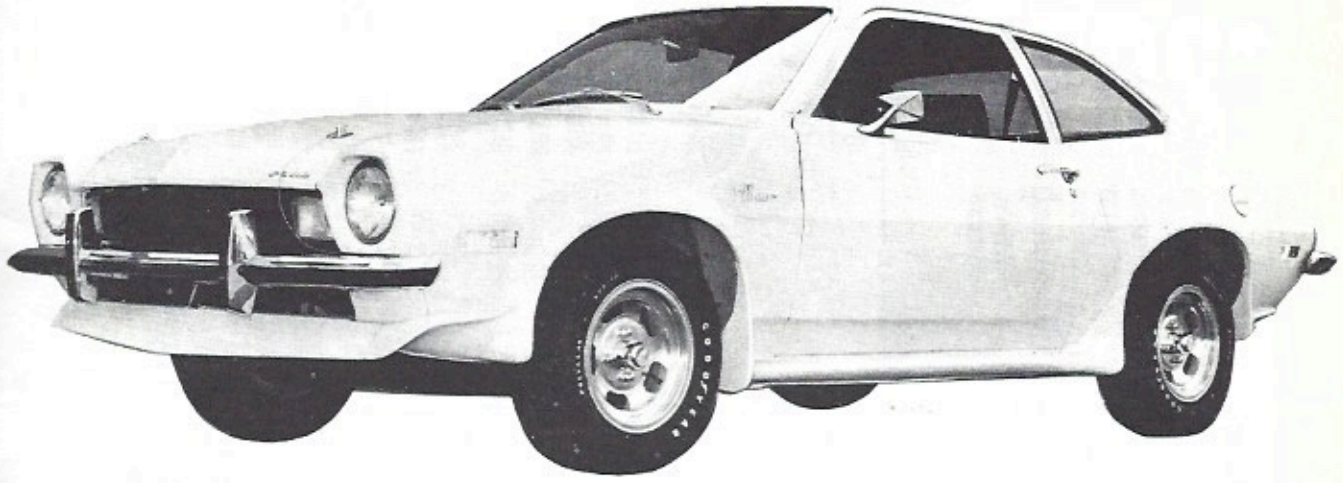


MINI CONSOLE – The Mini offers ash tray and map compartment, is the low-cost way to console comfort and convenience.

Part No. P-AC-B (Pinto)
V-AC-B (Vega)

HOT! pants

The Easiest to Install Kit on the Market Today!



It Had To Happen . . . a really great kit for Pinto. Designed for maximum function and fashion, HOT PANTS is THE Pinto Dress-up kit. Made of spaceage ABS Plastic which will not crack or discolor. Looks great, protects sheet metal panels from dirt and stone pecking. Easy to install -- 6 pieces -- sold in kit form only and delivered in matte black finish.

HOT PANTS COMPONENTS:

- FULL-WIDTH FRONT SCOOP provides extra air flow
- FORWARD FLARES give smooth "Trans-Am" look and prevent stone chipping.
- FULL-ROCKER-PANEL widens body lines.
- REARWARD FLARES help prevent road splash.
- REAR SPOILER reduces drag.

A GREAT WAY TO DRESS A GREAT CAR!

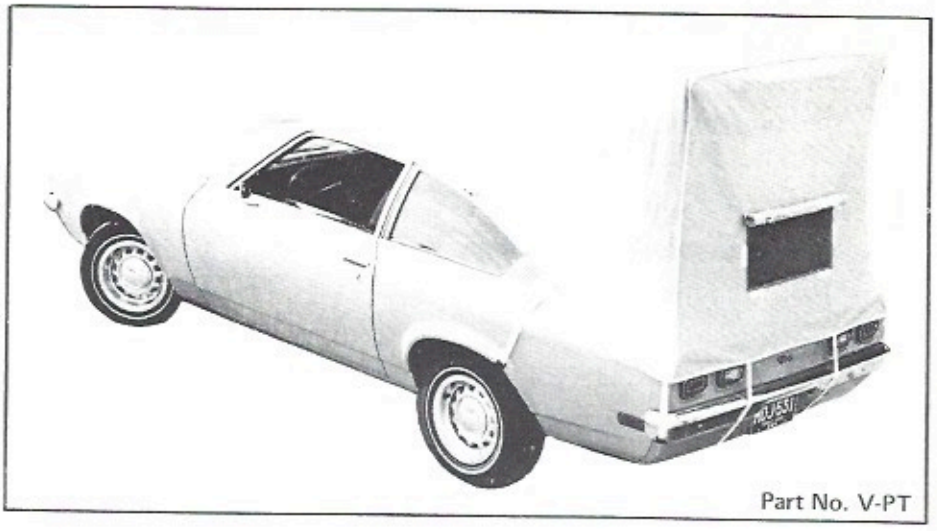
MINI-CAMPER

for

PINTO

Part No. P-PT

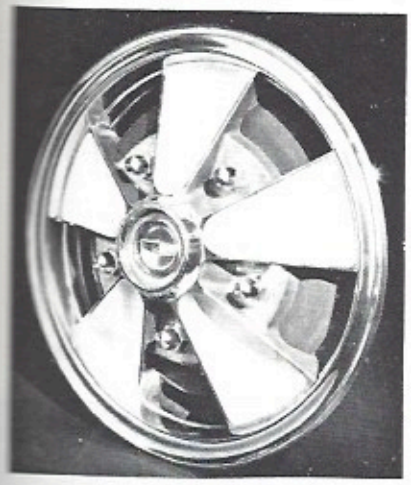
VEGA



Part No. V-PT

Convert your Pinto Runabout or Vega Hatchback into a Mini-Camper in less than a minute. Simply lift rear door, slip on the mini-tent, attach the tension straps. Great for hunters, fishermen, fun campers or race track buffs.

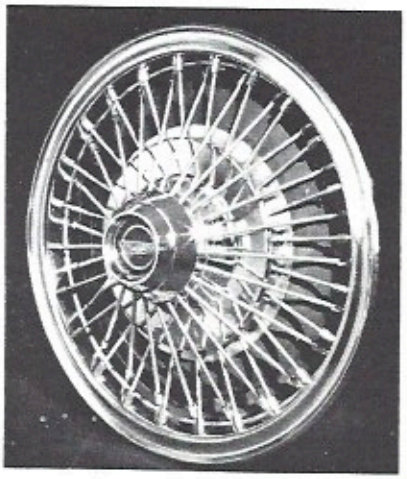
Authentic MAG & WIRE SPOKE WHEEL COVERS*



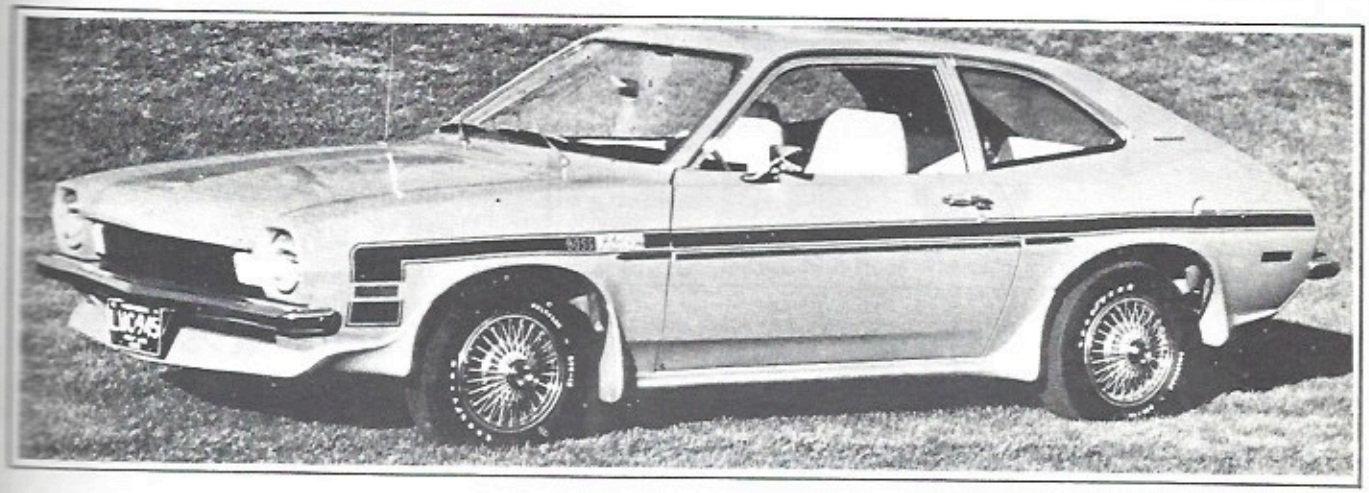
Part No. MWC-13

Deep dish styling with gleaming crome, etch filled die cast spider and lug nuts-set on black background-mounted on stainless steel rim for unexcelled beauty and durability.

Give your car the authentic wire wheel look at a fraction of the cost! Die cast crome hub with individual spokes and rim made of stainless steel.



Part No. WWC-13



Boss Pinto with Wire Wheel Covers

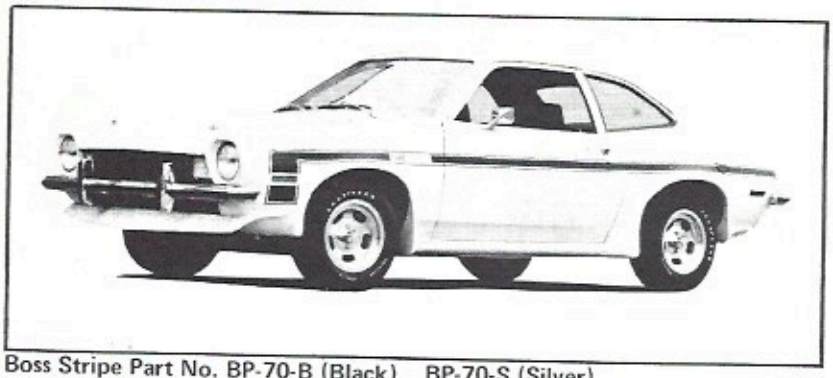
*** Meets O.E.M. Spec's. - Fits Most 13" Wheels**

PINTO – MAVERICK OWNERS

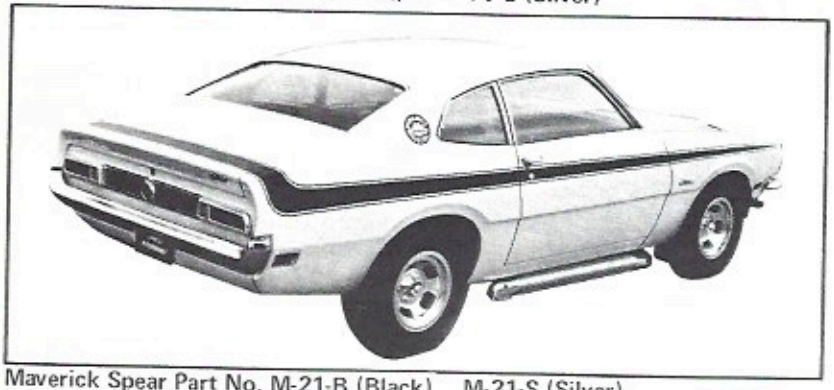
TIRED OF LOOK ALIKES?

DO YOUR OWN THING - ADD

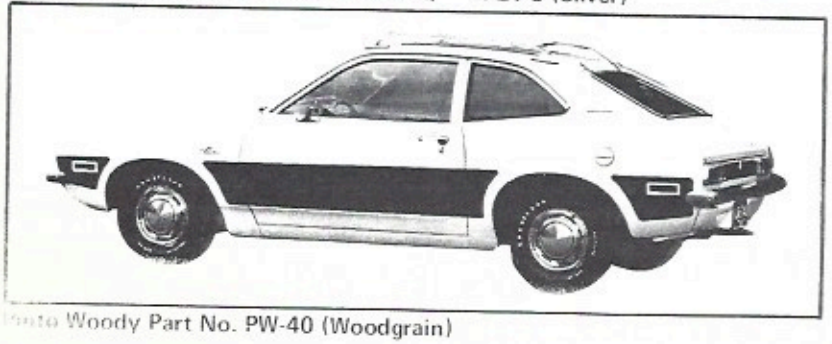
STYLISH ACCENT STRIPES



Boss Stripe Part No. BP-70-B (Black) BP-70-S (Silver)



Maverick Spear Part No. M-21-B (Black) M-21-S (Silver)



Pinto Woody Part No. PW-40 (Woodgrain)

Accent Kit Quality:

All Accent Kits are made from 3M vinyl material for permanence and designed specifically for cars illustrated. Kits are complete with instruction sheet and squeege. Stripes have been engineered for easy application.

Warranty:

CAR Corp. will replace or refund purchase price of any kit found to be defective in manufacture or materials.

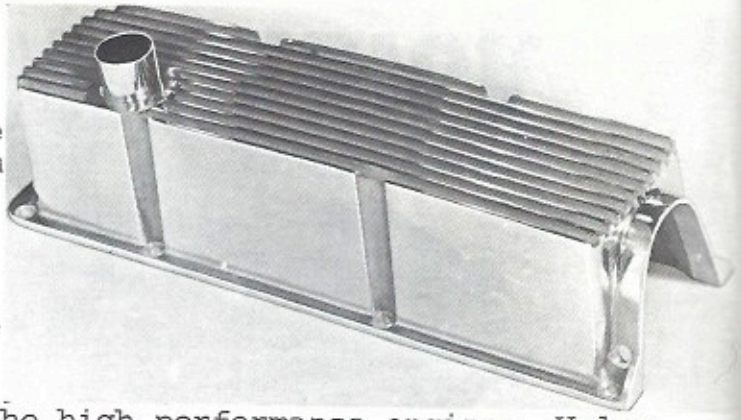
Pinto

ACCESSORIES SPECIALLY DESIGNED FOR YOUR PINTO BY BORT PERFORMANCE PRODUCTS OF DETROIT

All of these parts are high-impact thermo-formed units in smooth, satin black automotive plastic (not fiberglass or "pebblegrain-wrinkle finish"); look "factory." Also easy to paint with spray can if you wish to match your car color. All kits complete with illustrated instructions and attaching hardware.

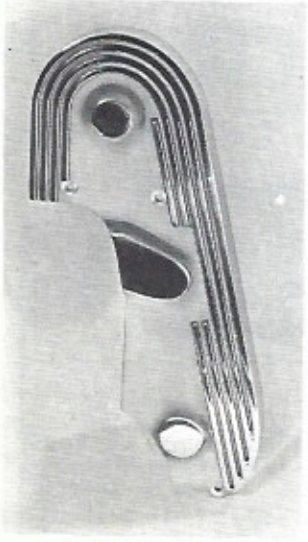
PART #	DESCRIPTION	SUG. LIST	RACER'S NET
2102	Rear Deck Spoiler (Fits all Pintos incl. '71 and '72 Runabout)		
2101	Full Width Front Spoiler		
2103	Dual Nasa "Scoops"		
2104	Rear Wheel Stone Guards (shown at left; with or without optional factory chrome trim.)		

FINNED ALUMINUM VALVE COVER



Dress up your 2000 cc. Pinto engine with this outstanding cast aluminum valve cover. The top of this rugged cover is heavily finned, and the cover is highly polished or highlighted. Not only will this valve cover greatly enhance the appearance of the Pinto engine, but will provide additional sound attenuation and heat dissipation on the high performance engine. Valve cover, complete with gaskets, bolts, washers, oil tube, instructions and mounting hardware.

Part No. 2010 .....

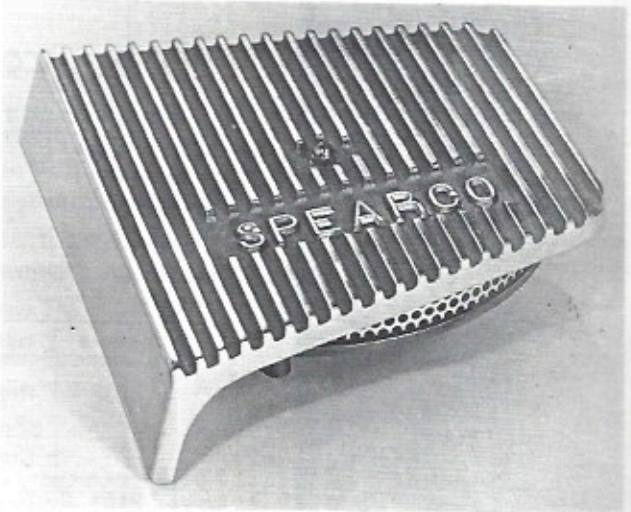


FINNED ALUMINUM TIMING BELT COVER

This finned, cast aluminum, polished or highlighted timing Belt Cover significantly improves the appearance of the Pinto 2000 cc. engine. Replacing the stock metal stamping, and matching the Valve Cleaner and Air Cleaner, this Timing Belt Cover completes the custom appearance of the engine desired by enthusiastic Pinto owners. Timing belt cover, complete with step by step installation instructions and mounting hardware.

Part No. 2510 .....

FINNED ALUMINUM AIR CLEANER



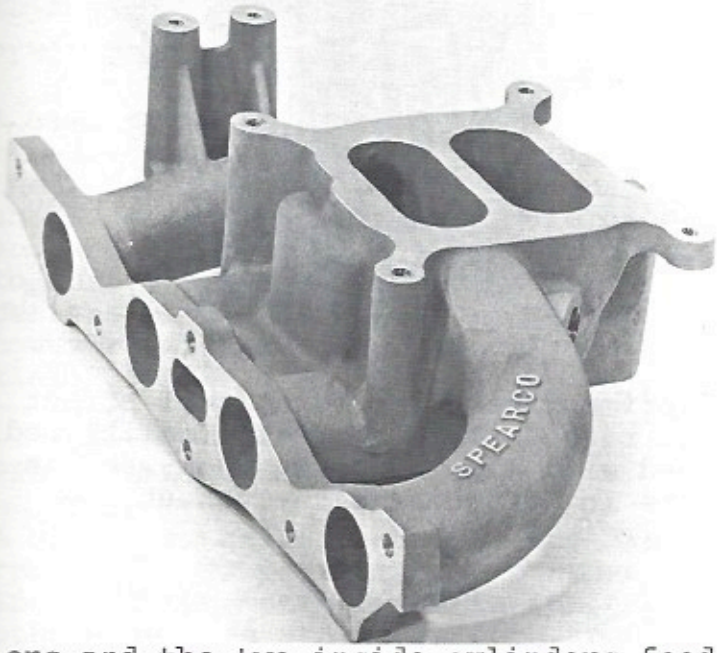
Add the finishing touch to the Pinto 2 Litre engine with this spectacular and unique air cleaner. Finned, highly polished, cast aluminum, this air cleaner has the same rugged design and matches the 2010 Valve Cover and 2510 Timing Belt Cover. It features a washable high flow capacity, low loss, poly-foam filter element, with two outlets in the base for emission hoses. This air cleaner is very attractive alone and sensational when mounted with the matching valve cover and belt cover. Air cleaner, complete with instructions and necessary mounting hardware.

Part No. 2610 .....For use with Equa-Runner Manifold(4010)&(4510)
Part No. 2611 .....For use with stock Pinto Weber/Ford Carburetor

8" DIAMETER CHROME AIR CLEANER

This air cleaner features the same filter element as the Special Cast Aluminum Air Cleaner, but utilizes a round, 8" diameter steel top, triple chrome plated for custom appearance. Air cleaner complete with tubes for emission control, instructions and mounting hardware.

Part No. 2612 .....4010 and 4510
Part No. 2613 .....Stock Pinto Carburetor



EQUA-RUNNER 4V ALUMINUM INTAKE MANIFOLD

Has been designed and engineered the ultimate intake manifold for the 2 Litre Ford Pinto Engine. The research on this design has resulted in crisp low-speed response, excellent mid-range performance, and maximum power output in the upper rpm ranges. This clean running, power producing manifold is designed to allow the carburetor to feed alternately from one primary venturi to the other every 180° of crankshaft travel. The two outside cylinders and the two inside cylinders feed off separate sides of the carburetor, creating the effect of two separate two-stage carburetors. In operation, equal runner length is achieved by this design, along with optimum runner length for good mid-range and upper RPM tuning and Ram effect. Bosses are provided for emission control hook-up including the De-acceleration valve. We recommend this carburetor, our part number 4510, to be used on this manifold. Manifold complete with detailed installation instructions and hardware.

Part No. 4010 .....

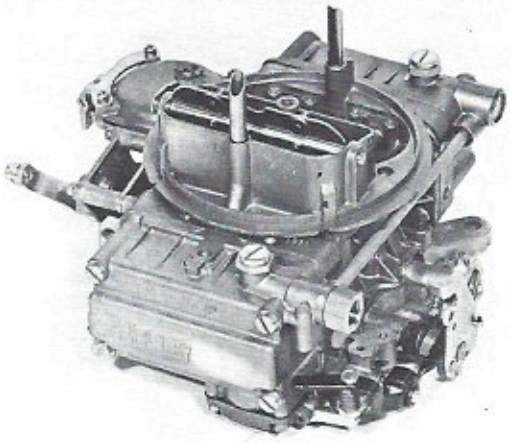
COMPLETE PINTO INDUCTION KIT

Complete with Number 4010 Equa-Runner 4V Aluminum Intake Manifold, Number 4510 High Performance Holley Carburetor, and Number 4611 Manifold Installation Kit.

Part No. 4810 .....

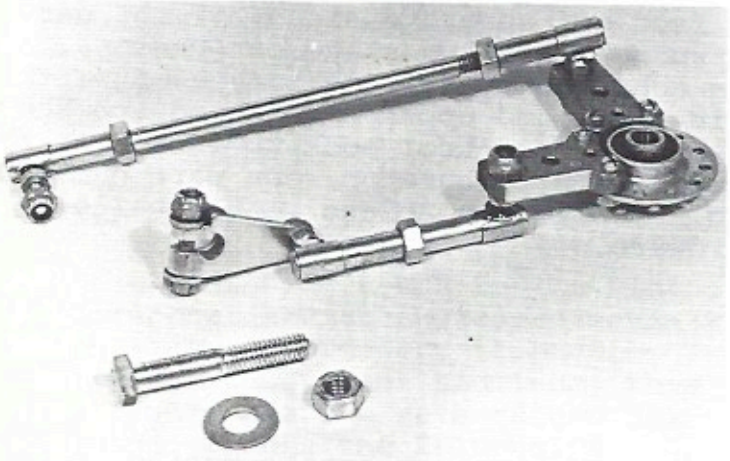
PINTO HIGH PERFORMANCE HOLLEY CARBURETOR

(Recommended for use with 4010 Intake Manifold)



This Holley 4 Barrel Carburetor features special calibration and orifice sizing, along with a special reverse power valve, to give the proper response on a four cylinder engine. Special float hardware is provided to cope with the high speed vibration inherent in four cylinder engines. Vacuum operated secondaries are timed to open at approximately 4000 rpm to provide an ever-increasing volume of fuel-air mixture to increase high rpm performance. This design enables the engine to operate on the small primary venturis for normal street driving and economy in the lower rpm range. This specially calibrated, 390 cfm capacity carburetor, equipped with manual choke, when used on the 4010 manifold, gives the ultimate in performance throughout the full rpm range.

Part No. 4510 .....



CARBURETOR LINKAGE KIT

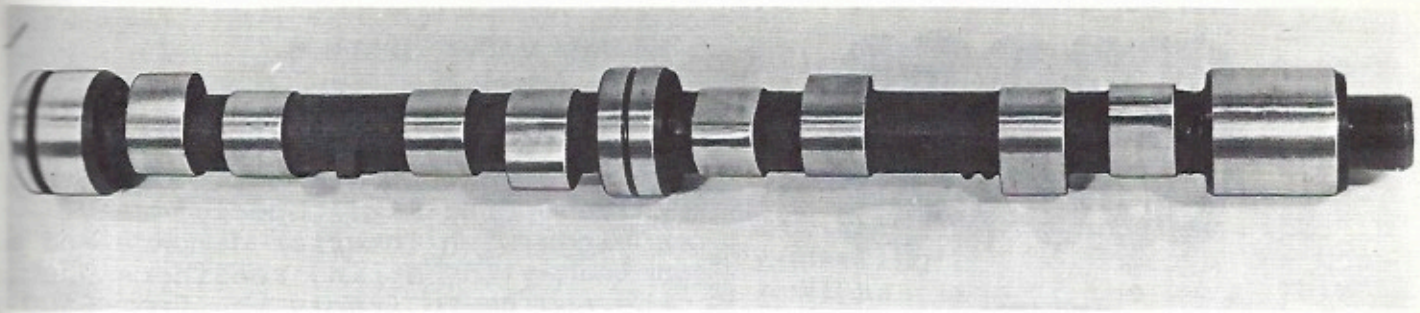
Special ball-bearing bell crank linkage, permanently lubricated and sealed, complete with all linkage rods and hardware for perfect operation. "Quick Disconnect" ball rod ends provide fast, easy installation and removal of carburetor. Designed to adapt to either 4-Speed or Automatic transmission linkage.

Part No. 4610 .....

COMPLETE MANIFOLD INSTALLATION KIT

Included are Carburetor Linkage Kit number 4610, and all gaskets, fittings, and all miscellaneous hardware for a complete, simplified installation of manifold and carburetor.

Part No. 4611 .....



PINTO PERFORMANCE CAMSHAFTS

A camshaft change is always a natural one when power increaes are desired in an engine. We are initially offering these two new grinds for the 2 Litre Pinto engine, and our recommendations for their usuage as shown below. Our camshafts are ground to rigid tolerance specifications and are provided with all lobes coated with a special phosphate coating to insure against cam lobe scuff during the break-in period. It is desirable to install new rocker arms when installing new camshafts; however, with the type of valve gear on this engine, it is not essential.

PINTO RALLY CAMSHAFT - 2000cc.

A great new grind that lets the Pinto breathe better through the entire rpm range. A perfect, all purpose street and strip cam for the 4-Speed or Automatic transmission. Slightly noticeable lope at idle, but otherwise just a nice, smooth, power response up to peak rpm's. This camshaft performs well alone, but gives your engine a new dimension when installed with headers and a large induction system.

Part No. 1010 .....

PINTO TRANS-AM CAMSHAFT - 2000 cc.

Longer duration and more lift than the Rally Camshaft, this one is for 4-Speeds only. Designed for use with a modified induction system and headers. Some loss of power below 2000 rpm, but above that it really starts to come alive. Greatly improved power at the top end, slightly rough idle. We recommend our Racing Valve Springs be used with this cam as it must be turned at higher rpm to secure power.

Part No. 1011 .....

RACING VALVE SPRINGS

For the racer who wants his 2 Litre Pinto to go reliably beyond 6500 rpm, we offer this Custom Silicone Steel Valve Spring Kit. Special valve springs with interior dampers and aluminum alloy spring retainers enable the engine to freely rev from 6500 to 7500 rpm with no loss of valve control. This kit works well with either the 1010 Rally Cam or the 1011 Trans-Am; however we recommend usage with the Trans-Am Camshaft for peak performance and extended rpm usage.

Part No. 1015 .....
Set of eight Valve Springs

Part No. 1018 .....
Racing Valve Spring Kit -
8 Springs and 8 Retainers

ALUMINUM VALVE SPRING RETAINERS

These retainers are machined from a special aluminum alloy for lightness and high strength and are designed to fit over and into the 1015 Racing Valve Springs. Aluminum retainers are an excellent addition when you anticipate high rpm revving, as they reduce overall valve gear weight and allow higher revs without loss of valve control.

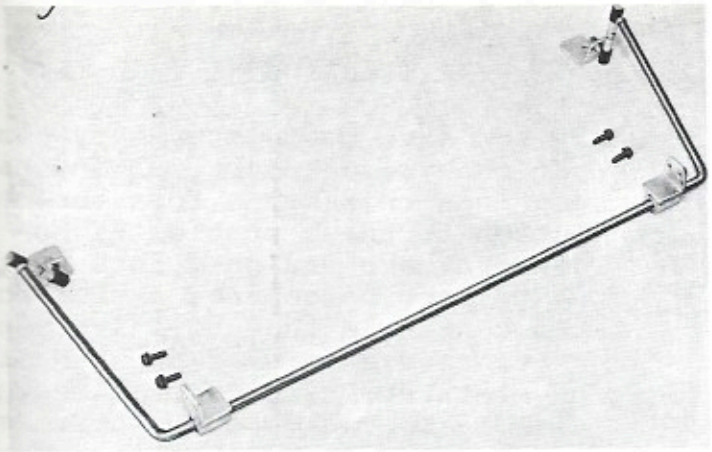
Part No. 1016 ..... Set of eight

ROCKER ARMS

These rocker arms are stock Ford parts. Good mechanical practice dictates that when installing a new cam, a lifter, or, in this case, the rocker arm which rubs against the cam, should be replaced so the cam and rocker arm may bed in together.

Part No. 1017 ..... Set of eight

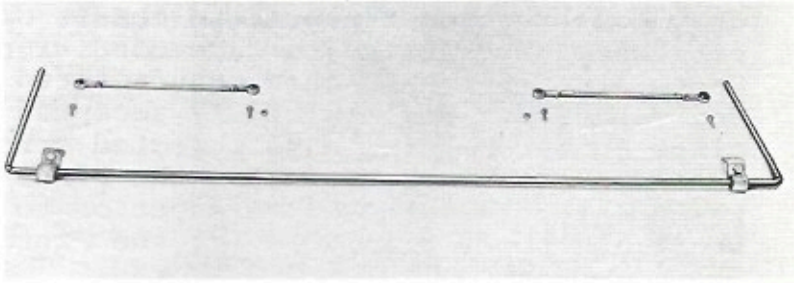
FRONT STABILIZER BAR



Most Detroit automobiles, whether they be performance oriented or not, come equipped with a front stabilizer bar. The Pinto does not. Therefore, this front stabilizer bar will aid the Pinto in cornering and to improve the general handling of the car. This bar has been carefully designed to utilize a minimum of hardware and, at the same time, provide maximum effectiveness. This kit is available in either ½" or 5/8" diameter, the size required dependent upon personal preference, shock absorbers, and other suspension components in use. Fabricated from 4130 Alloy Steel, with aircraft tupe rod ends insuring endurance and precision, this bar will give the Pinto neutral handling and less body lean on hard cornering. Easily installed by drilling four holes in an easily accessible area, and the use of simple wrenches, this Kit is effective alone, and extremely effective when used with the Rear Stabilizer Bar, Number 5020/5021, and the Rear Traction Control Kit, Number 5110

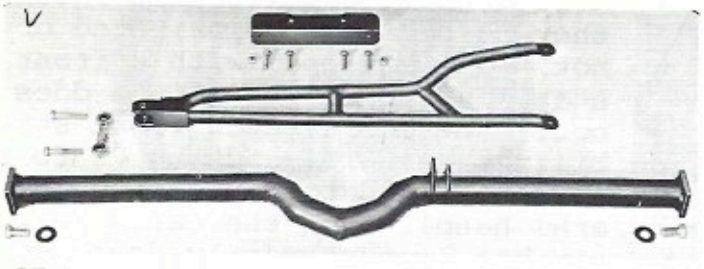
Part No. 5010 .....(1/2" Diameter Bar)
Part No. 5011 .....(5/8" Diameter Bar)

REAR STABILIZER



For the performance and handling enthusiast who wants to equip his Pinto with superior suspension, we offer our Rear Stabilizer Bar Kit in two diameters, 7/16" and ½". This bar is constructed with the same quality and rugged design as the Front Stabilizer Bar, geaturing 4130 Alloy Steel and air-craft style rod ends for endurance and precise control of forces. Two diameters are offered so that maximum road holding can be obtained by selecting the proper diameter required for individual tire size, shock absorbers, front bar size, etc. Easily installed this bar requires only the drilling of two small holes, and normal wrenches.

Part No. 5020 .....(7/16" Diameter Bar)
Part No. 5021 .....(½" Diameter Bar)



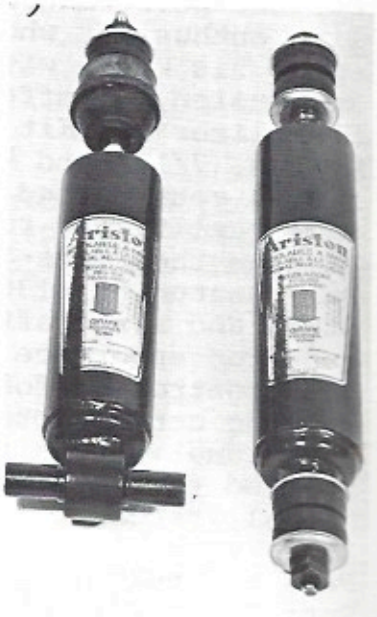
REAR TRACTION CONTROL KIT

REAR TRACTION CONTROL KIT

If you have been annoyed by wheel hop on hard acceleration and hard braking, this Kit offers the solution to these problems. Engineers have designed this unique rear traction control system for the rear axle that positively prevents rear axle wind-up with minimum sacrigice in smoothness of ride. As pictured, this control features an "A" frame member facing forward and rigidly bolted to the center section of the rear axle. A strong cross-member is located just forward of the front rear-spring perches, and the A-frame member is joined to the rugged cross-member by spherical Heim joints to control torque and axle wind-up. This configuration allows horizontal movement of the axle for spring geometry, but does not allow rear axle wind-up on hard acceleration or braking. This kit, which is completely bolt-on with no drilling necessary and installed with standard hand tools in 30 minutes or less comes complete with all necessary mounting hardware and detailed instruction.

Part No. 5110 .....

COMPETITION ADJUSTABLE SHOCK ABSORBERS



Rugged shocks with the correct valving and heavy-duty construction for precise chasis damping under heavy-duty rally and race conditions. Ariston Shock Absorbers have been manufactured in Italy for many years and are widely accepted and sought after in Europe. We have selected Ariston Shocks as ideal shock absorbers for the Pinto and are of the opinion that these are superior to other shock absorbers available for the Pinto.

Heavy-duty Ariston shock absorbers featuring the same quality as the competition shocks, with increased piston and cylinder diameter and larger oil reservoir.

Part No. 5510 ..... Set of two-Front
Part No. 5511 ..... Set of two-Rear

Part No. 5520 ..... Set of two-Front
Part No. 5521 ..... Set of two-Rear

PINTO GT STRIPE KITS

PINTO GT STRIPE KITS

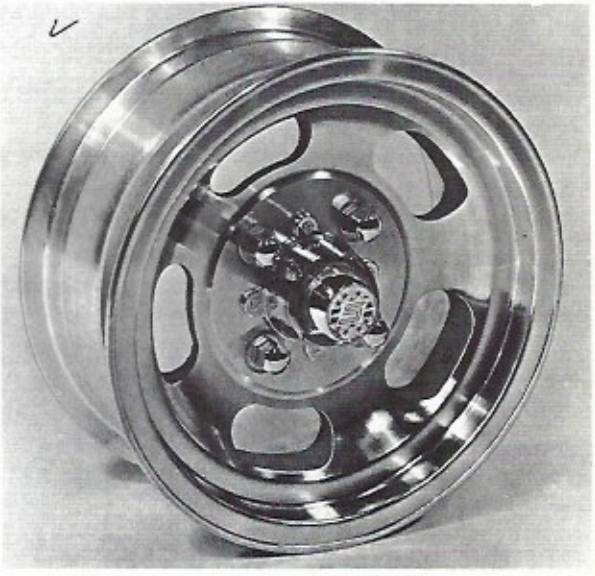
Groovy wrap-around GT stripes designed to give the Pinto a racy flair. These stripes have been carefully and artistically designed to enhance the appearance of your Pinto and to complement the clean sculptured lines. They are produced from pressure-sensitive vinyl material, and are complete with backing paper and quality application backing to simplify application. The Kit includes complete step-by-step instruction sheet and nylon applicator. These kits are easily applied and will quickly change the appearance of the Pinto from that of an economy sedan to that of a racy sports car. The kit comes in white or black.

Part No. 7120 ..... White Stripe Kit
Part No. 7130 ..... Black Stripe Kit

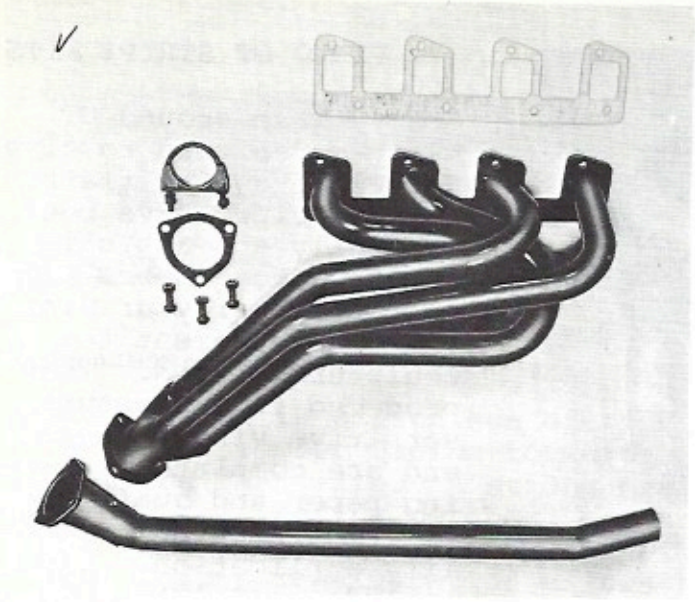
13" x 5½" ALUMINUM SLOTTED SPOKE WHEELS

These are the famous, classic design wheels that all Pinto owners want. Cast from Virgin aluminum alloy, and machined to perfection, these wheels represent one of the most important changes required to improve the appearance of the Pinto. These wheels come complete with lug nuts, hub caps hub covers and screws, and will accommodate the latest A-70 x 13" and D-70 x 13" tires with no wheel well interference. Other wheels available in a complete range of widths and sizes. Preces upon request.

Part No. 8010 .....



13"x5½" ALUMINUM SLOTTED SPOKE WHEELS



HIGH PERFORMANCE EQUAL LENGTH HEADER

HIGH PERFORMANCE EQUAL LENGTH HEADER

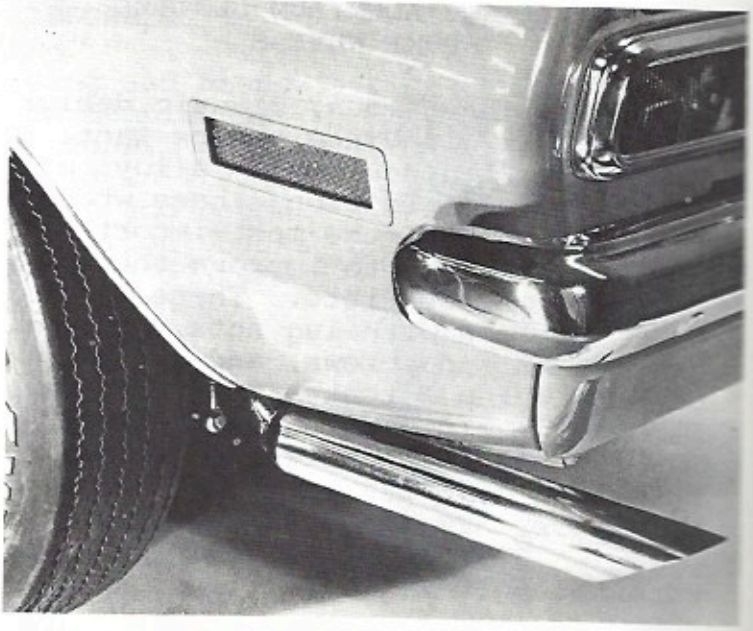
Release the Pinto Power with this header for the 2 Litre Pinto engine that looks as good as it performs. This header features 1½" diameter primary tubes, 29" long, to give you power when and where you need it. These four tubes merge smoothly into a 2½" collector with flange for simplified connection into the exhaust system. This header is a light-weight, easily installed option that performs well alone, and even better when coordinated with other performance parts. The header, painted with heat-resistant black paint, comes complete with header, head pipe, gasket, complete, detailed, step-by-step installation instructions.

Part No. 3010 .....

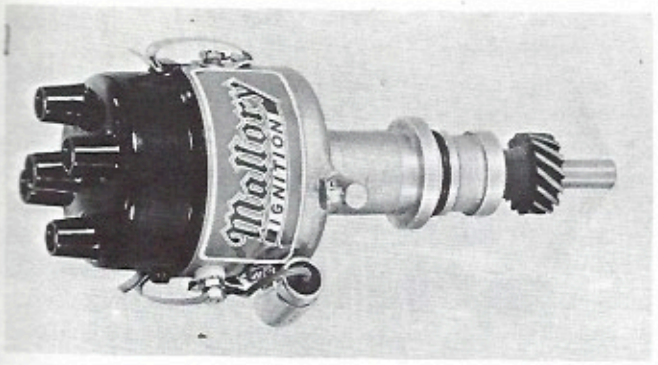
HIGH PERFORMANCE DUAL EXHAUST SYSTEM

Cannot be installed with 5110 rear traction control.

Here is an exhaust system that features a single glass pack muffler with dual chambers, exiting into twin tail pipes. These tail pipes curve out and around back along the underside of the rear quarter panel, and are terminated in a beautifully chromed long extension tip. These can be connected to the stock exhaust system or connected into the 3010 Header. This system reduces back pressure and produces a mellow tone. Complete with all necessary hardware and complete instructions for easy, bolt-on installation.



Part No. 3015 .....



DUAL POINT DISTRIBUTOR

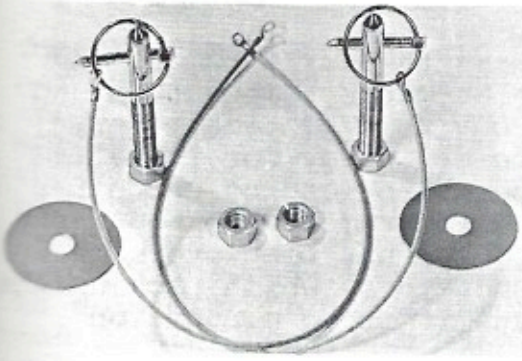
DUAL POINT DISTRIBUTOR

This distributor features the traditional Mallory Electric quality coupled with the advance curve for drag racing and high performance driving. This special advance curve increases power as much as 3% below 2500 rpm, and comparable imporvement throughout the entire operating range.

Part No. 6010 ..... (2 sets required for each
Part No. 6011 ..... (distributor)

Part No. 6012 ..... Condensor for above
Part No. 6013 ..... Distributor Cap for above
Part No. 6014 ..... Rotor for above

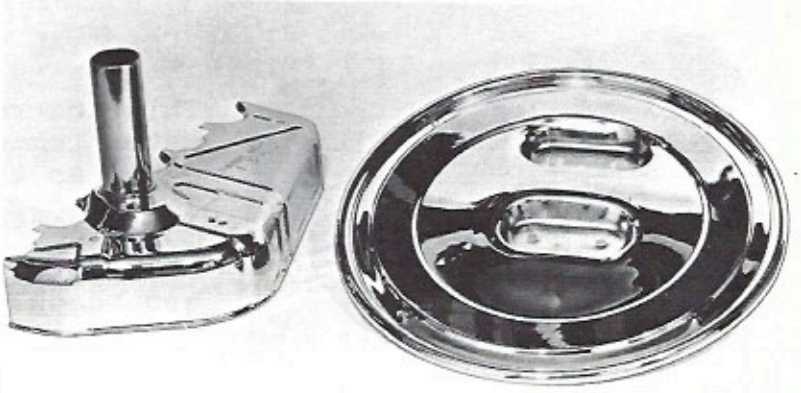
NASCAR HOOD PIN SETS



Nascar Hood Pin sets are not to be confused with some of the lesser versions on the market. These have full ½" diameter studs, and quality vinyl coated aircraft cable lanyards. Discs are supplied with self-adhesive backing for permanent attachment to the hood. Easily installed with simple hand tools, and complete with all necessary components and detailed instructions.

Part No. 7010 .....

CHROME AIR CLEANER AND PRE-HEATER DUCT



For those wishing to use the original factory-installed Pinto 2 Litre Air Cleaner, we are now offering a chrome plated air cleaner top and pre-heater duct. The air cleaner top comes complete with hold down clips and rubber seal. This air cleaner tip and pre-heater duct, when installed give a custom appearance and allow all emission hoses and fittings to be connected. It is easily installed in several minutes.

Part No. 2615 .....

FORGED ALUMINUM PISTONS

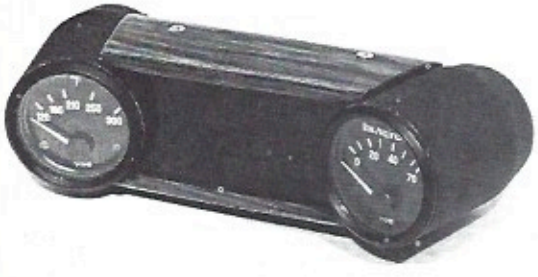
Aluminum pistons for the 2 Litre Pinto engine give the needed compression for optimum performance. The special crown on this piston has been designed to control flame propagation and give adequate clearance for all size valves and various valve lifts. This piston will give approximately 10½ to 1 ratio on a stock Pinto engine, and approximately 11½ to 1 compression ratio with .060" milled head. This provides sufficient valve clearance for valve lifts up to .475". This piston is designed to accommodate standard Pinto ring sizes. Oversized pistons are available on special order.

Part No. 1501 ..... Set of four

SPECIAL INSTRUMENT CLUSTER

Here is an instrument package that gives the performance oriented Pinto owner all the information he needs to know about the operation of his engine. This cluster is designed specifically to mount on the Pinto steering column, maintaining full view of the existing Pinto instrumentation. It features the world famous and quality proven VDO gauges, including 2" diameter water temperature and oil pressure gauges and the 2-3/8" diameter 8000 rpm VDO tachometer. This cluster is fully wired and comes complete and ready for installation. Along with oil pressure and water temperature sending units for the engine. With most steering column mounted instrument packages, the turn signal indicators are obscured. This problem has been overcome by utilizing aerospace type fibre-optic light conductors, which pick up the light from the turn signal indicators and transmit it to a position easily visible by the driver.

Part No. 7210 .....



DIGITAL TACHOMETER INSTRUMENT CLUSTER

This instrument cluster features the same water temperature gauge and oil pressure gauge as the NUMBER 7210 instrument cluster, and, in addition, contains the Harmon Electronic Digital Tachometer. This tachometer features miniature neo tubes and reads out directly in digits the rpm at any given time. This looks impressive, but is even more impressive to drive, as the mental converting necessary with a needle is eliminated with the numbers displayed directly in front of you to advise the engine performance at every instant. This unit also features the fibre-optic light conductors to bring the turn indicator lights into vision. This package comes complete with engine senders and all wiring.

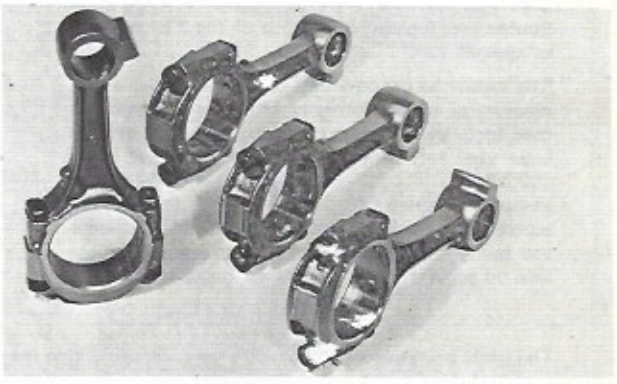
Part No. 7211 .....

PINTO REAR GRILL

Part No. 7135 .....

PINTO REAR GRILL ....This item will provide the finishing touch for your Pinto, and greatly enhance the appearance of any Pinto. This rear grill is fabricated from aluminum metal and bright-dipped anodized to produce a brilliant contrast with the color of the car. It comes as shown with the outer edges beaded and all necessary installation in 15 to 20 minutes.

COMPETITION CONNECTING RODS FOR THE 2 LITRE PINTO



These connecting rods are processed from new castings and go through 3 individual steps. First, the connecting rods are magnafluxed to detect any flaws. Second, the flashing is removed, and the rod completely smoothed and heavily shot peened to increase surface hardness and stress level. The rods are then re-magnafluxed to determine if any flaws have developed, and double checked to make sure that the rods are 100% free of internal defects. These rods are good insurance when working with high output Pinto engines and useful to those who wish increased durability and a greater safety factor. These are recommended when rpms above 6500 are frequently attained.

Part No. 1521 ..... Set of four

PINTO 4 TO 1 GEARS

Excellent for rally, autocross, or drag racing, this rear axle ratio lets your engine rev up and take advantage of long duration cams and large carburetors and truly extracts the power from the Pinto's small engine. No modifications are required. However, as with any ring and pinion set, these should be installed by Dealers or competent auto repair shops with the correct installation equipment.

Part No. 5601 .....

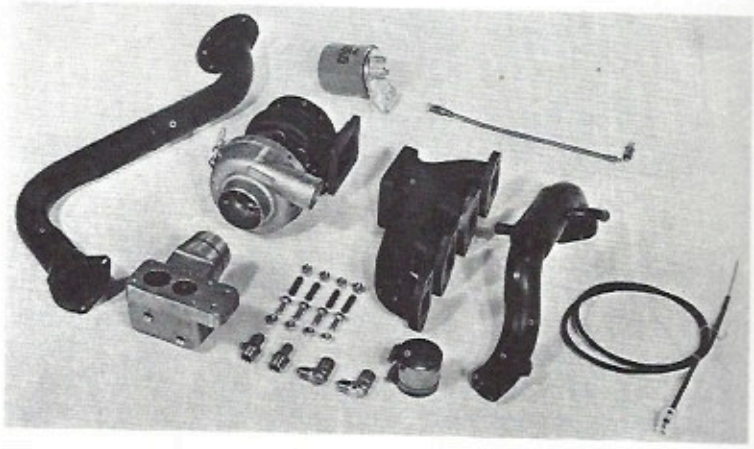
TURBO-CHARGER KITS
PINTO 2000 cc

Now you can have super-stock performance from your 2000 cc Pinto with the addition of our fantastic new Turbo-Charger Kits. Elapsed times in the quarter mile of 14.13 with top speeds in excess of 105 mph have already been recorded. This was accomplished with a stock engine with standard gearing, AND THIS IS JUST THE BEGINNING!!

SPEARCO and AK MILLER have joined forces to bring you this great new turbo-charger system. Ak Miller, recognized as one of the foremost experts in the performance field, designed and created this system which allows the Pinto engine to run smoothly with economy at slow traffic speeds, yet truly spring into action when called upon to do so. Ak has used all his engineering expertise to design this unit, and the results far exceed expectations. For the utmost in performance and reliability, he chose the most respected name in turbo-charging — AiResearch Corporation.

The Miller design features unique concepts to completely eliminate slow response time and poor throttle response at all speeds. Unlike some of the other units offered for sale, our Turbo-Charger Kits give optimum driveability under all conditions and have sufficient air flow capability to more than double the horsepower output of the 2 Litre 2000 cc engine.

The turbo-charger principle, or exhaust-driven super charger, as it was formerly called, was developed over forty years ago to be used in aircraft, and has been used for many years in industrial and truck applications. Turbo-chargers have been used extensively on Indianapolis racing engines for the last several years however, until recently, the units were too bulky and too expensive for practical application on passenger cars. This is no longer true.



The basic principle of turbo-charging is simply taking the hot, unspent exhaust gases that emerge from the cylinders and directing them toward a turbine that drives a compressor, or blower. This blower, in turn, increases the density of the fuel-air mixture into the cylinders, allowing the engine to produce substantial increases in horsepower. When large volumes of exhaust gases are not flowing into this turbine, it is turning at reduced rpm. Therefore, while driving at normal freeway and street speeds, very little boost pressure is being generated and, consequently, the engine operates in a normal manner. As soon as the throttle is opened, the turbine instantly revs up to high rpm's and forces the fuel-air mixture into the cylinders at high pressures.

In addition to the gasoline turbo-charger kits, we offer our CLEAN AIR PROPANE FUEL Units. These turbo-charged units use the proven IMPCO L.P.G. Carburetion and have been approved by the State of California Air Resources Board. This kit sets the standard for driveability and offers the lowest emissions together with trouble free operation.

SPEARCO PINTO STREET TURBO-CHARGER KIT — GASOLINE
This kit comes complete with all necessary hardware, adaptors, brackets, fasteners, etc., to be quickly installed on the Pinto 2 Litre engine. The kit has the boost pressure limited to 8 lbs., and gives approximately 150 horsepower. Easily installed, it does not require any special cylinder head gaskets, and uses the stock exhaust system.
PART NUMBER 9810 .....

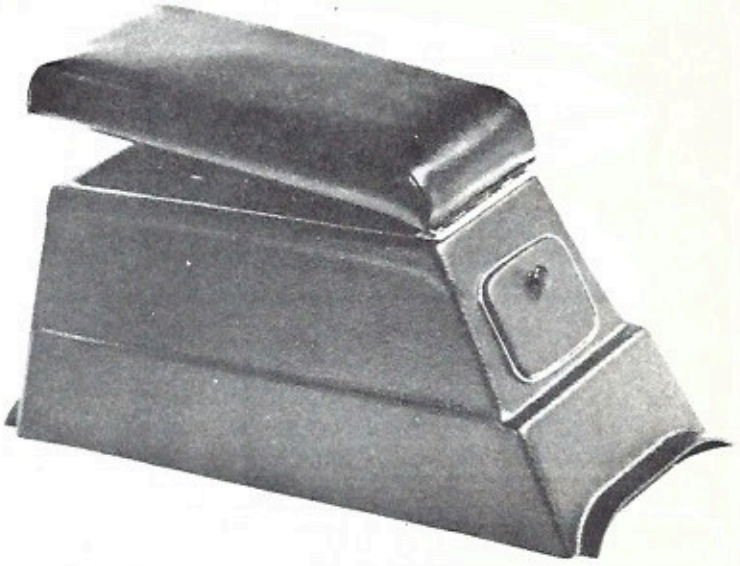
SPEARCO PINTO COMPETITION TURBO-CHARGER KIT — GASOLINE
This kit is designed to produce over 18 lbs. of boost pressure, and requires the installation of a cylinder head that has been specially grooved for "O" Ring Head Gaskets. Under no condition should it be installed without the proper head gasket modification. Heads are available as shown below. Also included is a special large diameter tail pipe and muffler, allowing the engine to produce approximately 225 horsepower.
PART NUMBER 9811 .....

SPEARCO PINTO CLEAN AIR TURBO-CHARGER KIT — PROPANE
This kit is the same as Spearco Turbo-Charger Kit 9810, with the addition of complete Impco Propane Carburetion and equipment, less tank. This kit is approved by the State of California Air Resources Board.
PART NUMBER 9820 .....

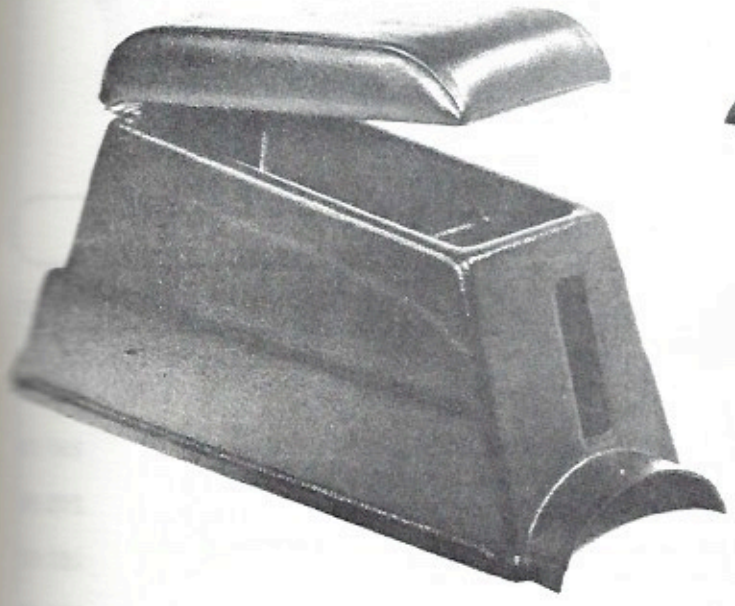
CYLINDER HEADS REWORKED FOR "O" RING GASKET — COMPLETE WITH "O" RINGS
Rework Customers cylinder head or Exchange reworked head .....
New reworked cylinder head — complete .....

the interior decorator

SADDLEBACK LTD'S CONSOLES

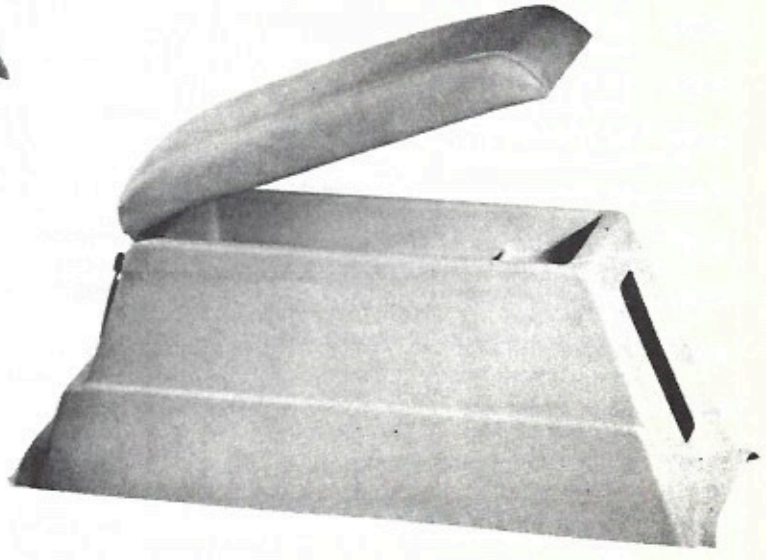


Comes complete with mounting instructions and hardware. Available in black only.



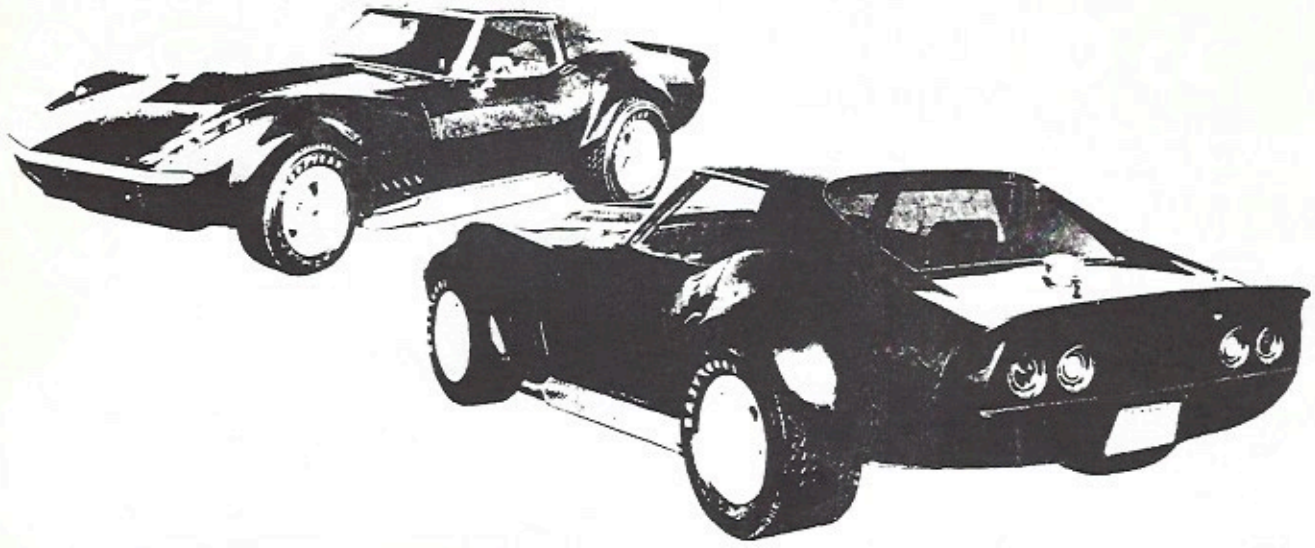
A functional as well as dress-up accessory that's a must for today's line-up of 'mini' cars from Japan and America

All deluxe Saddleback consoles feature as standard equipment . . . fully covered, foam padded armrest, rear seat ashtray and large storage compartment . . .



Chevrolet, Camaro,	VC-803
Vega	VC-800
Ford, Mustang	VC-803
Pinto	PC-700

MIDWEST'S *Finest* CORVETTE *Custom* CENTER

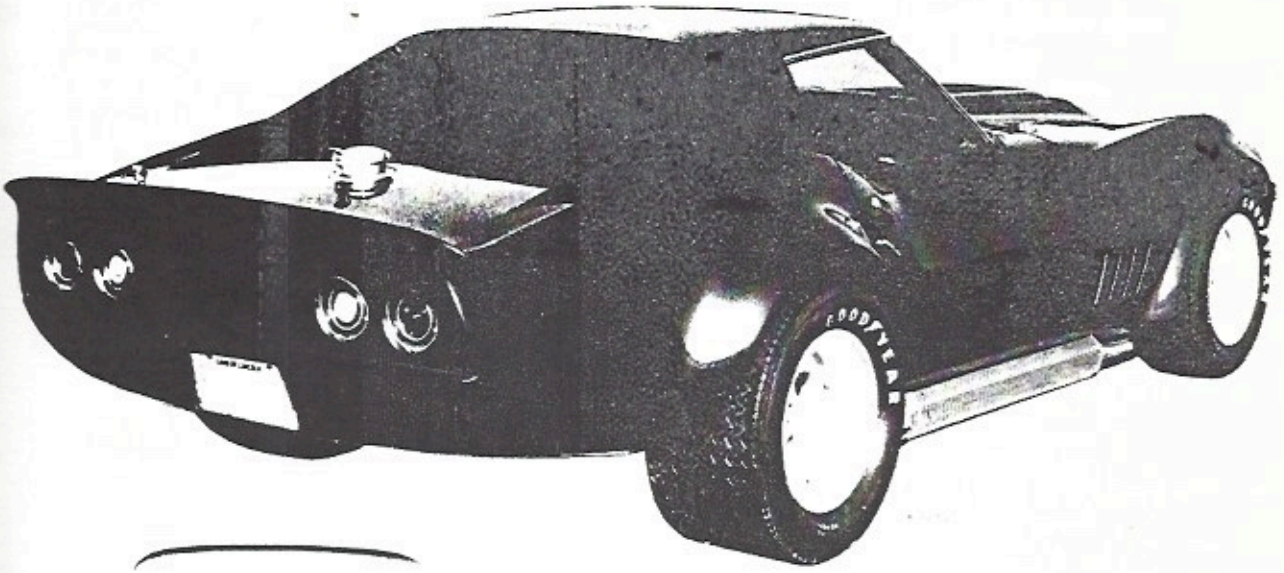


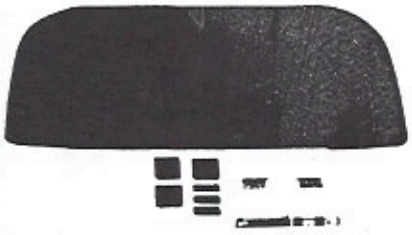
STOCK REPLACEMENT PANELS

PART NUMBER		PRICE LIST
FRONT ENDS		
S-301	68-72 Front end *door to door*	295.00
S-302	68-72 Front end *center wheels fwd.*	250.00
S-303	68-72 Front end *less side fenders*	265.00
S-304	68-72 Front fender comp. *right or left*	109.00
S-310	68-72 Front inner skirt panel comp.	28.00 *ea.*
S-311	68-72 Front inner skirt panel *center fwd.*	18.00 *ea.*
S-201	63-67 Front end *door to door*	295.00
S-202	63-67 Front end *center wheels fwd.*	250.00
S-203	63-67 Front end *less side fenders*	265.00
S-205	63-67 Front fender comp. *right or left*	109.00
S-206	63-67 Front inner skirt panel comp.	38.00 *ea.*
S-207	65-67 Front inner skirt *center fwd.*	22.00 *ea.*
S-101	58-62 Front end to doors *less side fenders*	270.00
S-102	58-62 Front end *center wheels fwd.*	250.00
S-103	58-61 Front side fenders *right or left*	70.00 *pr.*
S-104	62 Front side fenders *right or left*	80.00 *pr.*
S-110	58-62 Front inner skirt panel comp.	38.00
S-111	58-62 Front inner skirt *center fwd.*	22.00

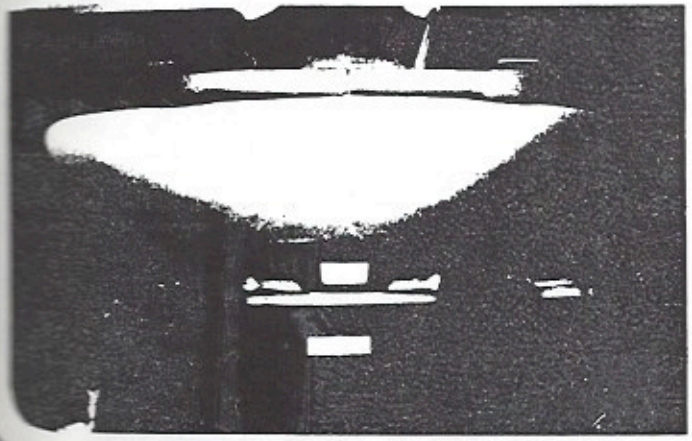
PART NUMBER		PRICE LIST
REAR ENDS		
S-305	68-69 Rear end comp. *roadster*	280.00
S-306	68-69 Rear end sect. *coupe*	280.00
S-221	63-67 Rear end comp. *roadster*	280.00
S-222	63-67 Rear end comp. *coupe*	280.00
S-123	61-62 Rear end comp.	250.00
DOORS		
S-309	68-72 Door skin panel *right or left*	36.00
S-209	63-67 Door skin panel *right or left*	32.00
HOODS		
H-360	68-72 L88 or ZL1 Hood assy. *with fresh air chamber*	166.00
H-361	68-72 L88 or ZL1 Hood assy. *with out air chamber*	135.00
H-260	63-67 67 "427" Hood assy.	106.00
H-261	63-67 65-66 "427" Bubble hood assy.	106.00
HC-265	63-67 L88 style hood assy.	135.00
HC-160	58-62 Hood skin *Flat*	55.00
HC-161	58-62 Hood skin *56—"427" Bubble Style*	55.00
HC-162	58-62 Hood skin *Z28 Style*	55.00
	USED HOODS 58 to 70	up to 75.00

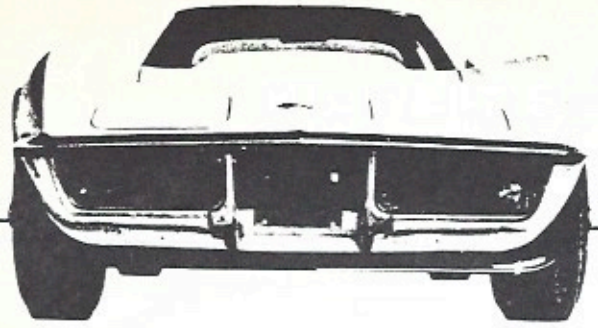
MIDWEST'S *Finest* CORVETTE
Custom CENTER





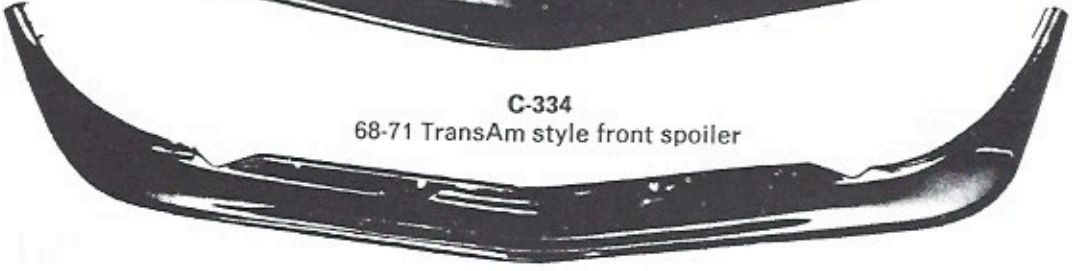
View a new innovation in custom Corvette design. Featured here in our spacious fastback window kit. Included is fiberglass roof panel, tinted rear window, window weld and all the hardware necessary for installation. Also available is a fiberglass interior panel which completely finishes off back window conversion.



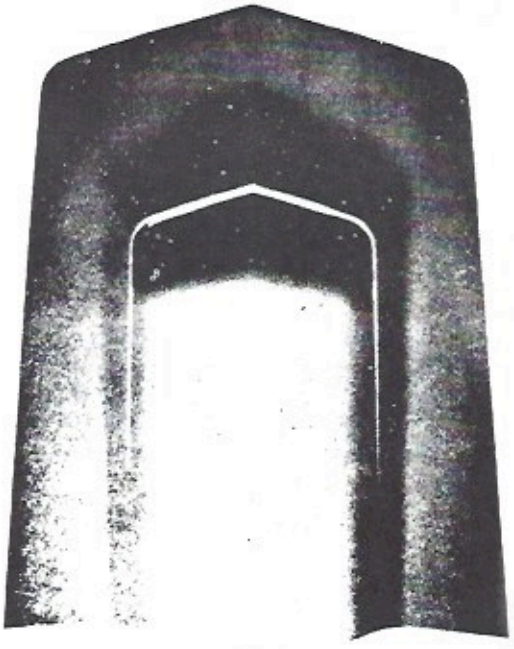


C-335
68-71 Small front spoiler

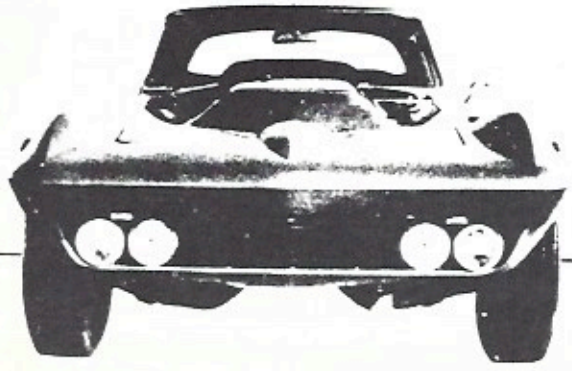
C-334
68-71 TransAm style front spoiler

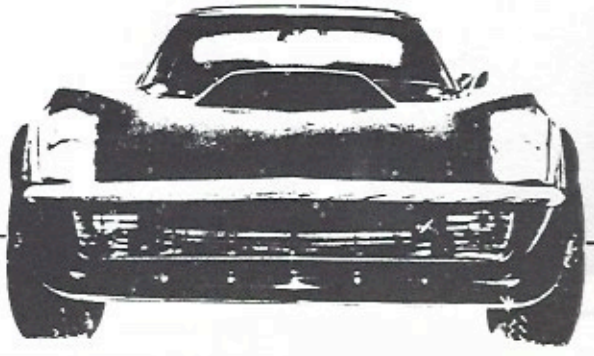


HC-265
63-67 L88 style hood assy.



H-360
68-71 L88 or ZL1 Hood assy.



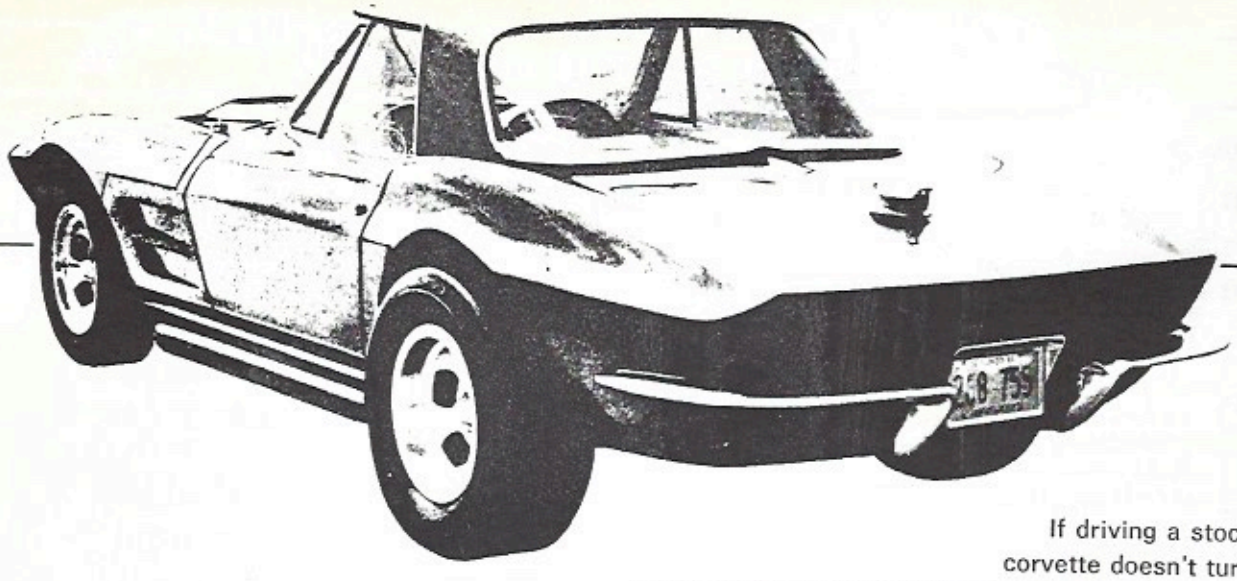


CUSTOM CORVETTE BODY PANELS

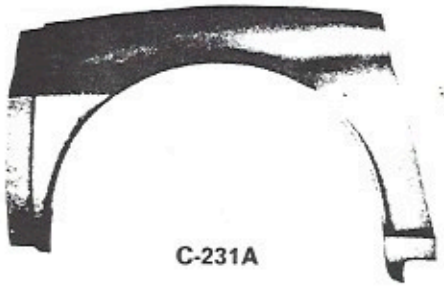
PART NUMBER		PRICE LIST
FRONT ENDS		
C-300	68-72 Custom tilt front end assy. *comp. kit*	550.00
C-300GT	68-72 Custom tilt front end assy. *complete kit—with G.T. headlamps installed*	730.00
C-302	68-72 Custom front end comp. *door to door*	375.00
C-302GT	68-72 Custom front end comp. *door to door—with G.T. headlamps installed*	555.00
C-303	68-72 Custom front end *less side fenders*	345.00
C-303GT	68-72 Custom front end *less side fenders—with G.T. headlamps installed*	525.00
C-304	68-72 Custom front end *center wheels fwd.*	320.00
C-304GT	68-72 Custom front end *center wheels fwd—with G.T. headlamps installed*	500.00
C-311	68-72 GT Headlamp upper front end sect.	280.00
C-321	68-72 Headlamps in grille upper front end sect.	170.00
C-200	63-67 Custom tilt front end assy. *comp. kit*	550.00
C-203	63-67 Custom front end assy. *less side fenders*	325.00
C-240	63-67 Headlamps in grille *comp. kit*	38.00
CUSTOM RADIUS WHEEL WELL PANELS		
C-337	68-72 ZL1 radius wheel well panels *front*	80.00 *pr.*
C-337A	68-72 ZL1 radius wheel well panels *front with flare*	100.00 *pr.*
C-336	68-72 ZL1 radius wheel well panels *rear*	90.00 *pr.*
C-436	68-72 L-70 radius wheel well panels *rear*	90.00 *pr.*
C-428	68-69 1970 wheel well flare panels *front and rear*	96.00 *set*
C-236	63-67 Radius wheel well panels *with shaved parklamps*	86.00 *pr.*
C-235	63-67 Radius wheel well panels *front*	48.00 *pr.*
C-231	63-67 Radius wheel well panels *rear large*	74.00 *pr.*
C-231A	63-67 Radius wheel well panels *rear large with flare*	94.00 *pr.*
C-232	63-67 Radius wheel well panels *rear small*	48.00
SPOILER PANELS		
C-333	68-72 Spoiler panel *rear*	80.00
C-222	63-67 Spoiler panel *rear*	48.00
C-334	68-72 TransAm style front spoiler *for stock wheel wells*	46.00
C-334A	68-72 TransAm style front spoiler *for ZL1 wheel wells*	46.00
C-335	68-72 Small front spoiler	34.00
C-226	63-67 Spoiler panel *front with shaved parklamps*	36.00 *pr*

PART NUMBER		PRICE LIST
CUSTOM REAR ENDS		
C-323	68-72 Custom rear end sect. *coupe or roadster*	330.00
C-440	68-72 Custom rear end comp. *coupe with GT rear window*	470.00
C-441	68-72 GT Rear window kit *coupe*	250.00
C-441A	68-72 GT Rear window inner panel *coupe GT window*	45.00
C-224	63-67 Custom rear end comp. *coupe*	330.00
C-225	63-67 Custom rear end comp. *roadster*	330.00
C-220	63-67 Custom rear end sect. *coupe or roadster*	280.00
C-444	68-72 GT Window Louver Kit *coupe rear window*	135.00
HOOD SCOOPS		
HS-31	L88 Bubble *rear intake 50" x 27" x 4½"*	45.00
HS-41	Z28 Bubble *rear intake 50" x 22" x 3½"*	45.00
HS-21	"427" Stingray scoop large *36" x 24" x 3½"*	35.00
HS-22	"427" Stingray scoop small *36" x 21" x 3½"*	30.00
HS-23	1965-66 Stingray bubble *side intake 36" x 22" x 3½"*	35.00
HS-24	"427" Stinger scoop *rear intake 52" x 25" x 3½"*	40.00
RACING CAR SEATS		
RS-26	Race seat *H20" x D14" x W14"*	60.00
RS-27	Race seat *H20" x D14" x W15½"*	65.00
RS-28	Race seat *H20½" x D14" x W16"*	70.00
BUCKET SEATS		
BS-31	Bucket seat *H24" x D21" x W17½"*	40.00
BS-32	Bucket seat *H21" x D16" x W18"*	35.00
BS-33	Bucket seat *H21" x D16" x W16"*	30.00
SIDE PIPE COVERS		
C-250	63-67 Side exhaust pipe covers *stock shape*	54.00 *pr.*
C-251	63-67 Side exhaust pipe covers *smooth shape*	54.00 *pr.*
C-255	63-67 Side exhaust pipe covers *for Kustom Headers*	54.00 *pr.*
C-256	63-67 Rear Filler Panel *for side exhaust*	34.00
C-356	68-69 Rear Filler Panel *for side exhaust*	34.00
C-357	70-72 Rear Filler Panel *for side exhaust*	34.00

All prices subject to change without further notice.



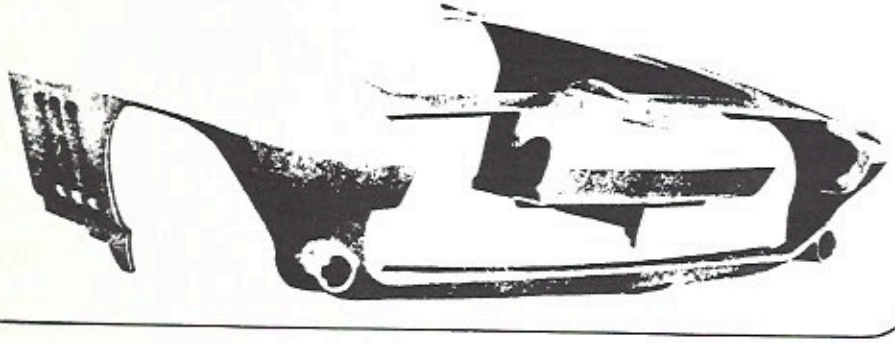
If driving a stock corvette doesn't turn you on write us for your free illustrated price list of custom body panels and change that vette to suit yourself. This one was done with only the three panels shown below.

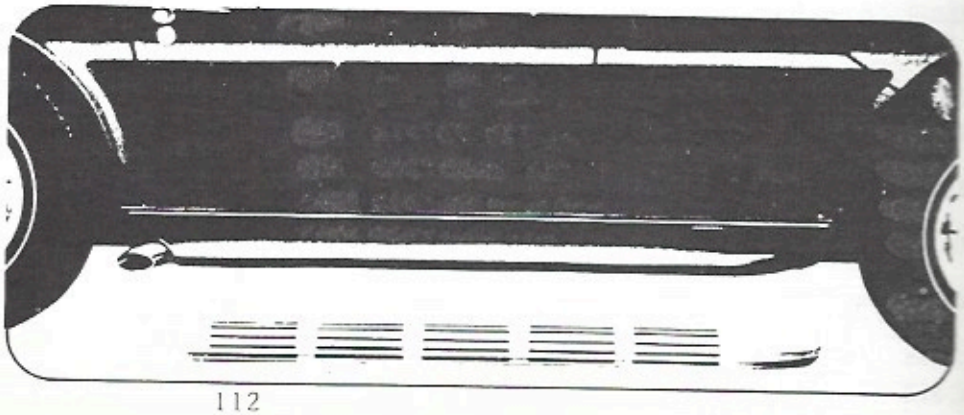


C-222

C-231A

C-236



This stock front end can make doing a nose job on that wrecked corvette simple and inexpe...ive. The side panels are on and the factory reinforced header bar and headlight end plates are in so all that is required before primering this triple hand laminated part is light scuffing.

These fiberglass side exhaust covers are designed to replace the stock aluminium ones at half the cost. Guaranteed to fit and run cool they are available in both smooth (C-251) and stock (C-250) configuration ready to be painted and installed.